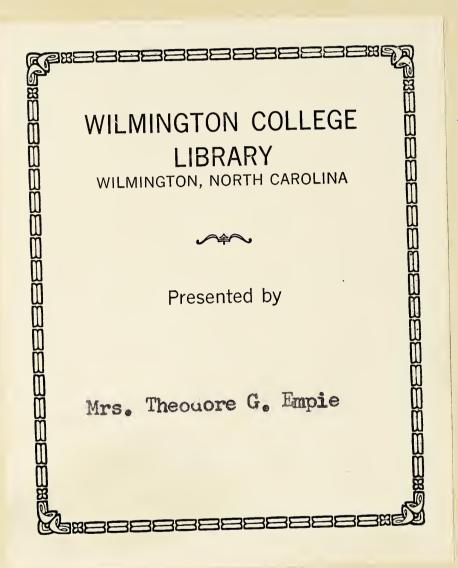
INCIDENTS BY THE WAY

MORE RECOLLECTIONS

SECOND EDITION

Wm. R. KENAN, Jr. 1949









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Incidents by the Way

More Recollections

SECOND EDITION



Reference is made to the First Edition of Incidents by the Way published in 1946.

The subjects are in the same order; just more recollections.

WM. R. KENAN, JR.

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Done at intervals 1946 - '48 And privately printed 1949.

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PROLOGUE

If all men could know that death is only an incident, and that life is to continue for good or ill right on, and if they could know that under the working of the law of cause and effect they are making that future life day by day; that it's condition is to be determined thus, and not by creed or belief or ritual or worship as such, but by character, is it not plain that this would become the mightiest of all possible motives. If it can be attained, here is a power able to lift and transform the world.

[&]quot;It is not wealth, nor ancestry, but honorable conduct and a noble disposition that make men great."

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Dedicated to my wife

ALICE POMROY KENAN

Who died February 12, 1947

Youth is measured by visions; age by the lack of them.

Brilliancy has it's place, but it cannot be substituted for honesty, industry or character.

FOREWORD

Nothing in education is so astonishing as the amount of ignorance it accumulates in the form of inert facts. Dr. Arthur E. Morgan, of Antioch College says that character is contagious,—"We acquire character by associating with people of character. The home is probably the foremost place for development of character, followed by schools and neighborhood associates and the church. College men who join clubs or fraternities know that the standards of conduct are usually high. Patterns of behavior are learned almost unconsciously."

CHAPTER I

THE KENANS OF DUPLIN COUNTY, N. C.

(Reprinted from "THE STATE" Vol. 8, No. 13, August 24, 1940)

One of the original Kenans in this state was a member of the Provincial Congress. Since then they have been serving North Carolina and its people in numerous ways.

"Kenansville is one of the smallest of county seats, but was named in honor of one of the biggest of Carolina families, for there were Kenans in Duplin long before there was any such county. James Kenan was a member of the Provincial Congress at Hillsboro and also at Halifax, and he commanded a force of Duplin militia, operating against the Tories which brought on the battle of Moore's Creek bridge. He was frequently in the Commons, and after the Revolution he served nine consecutive terms as State Senator. Kenansville is named in his honor. Moreover, one of his daughters married the revolutionary Colonel Richard Clinton, and our Sampson county seat is named after him.

"Thomas S. Kenan (first of that name) served in Congress from 1805 to 1811. Owen R. Kenan served several terms in the legislature and was a member of the Confederate Congress. His son, Col. Thomas S. Kenan, graduated from the University in 1857, studied law under Pearson at Richmond Hill, and was just ready to enter upon the practice when the cannon of Fort Sumter boomed their message of the Civil War. He was elected as Captain of the 'Duplin Rifles,' attached to the First North Carolina Regiment, which participated in the skirmishing at Big Bethel. A member of that regiment, Henry L. Wyatt of Edgecombe, was the first Southerner to fall in battle.

WOUNDED IN BATTLE

"In 1862 Col. Kenan was elected as Colonel of the Forty-third North Carolina, and was severely wounded while leading a charge against the enemy works at Culp's Hill on the fateful field of Gettysburg. There he was captured, and spent the balance of the war as a prisoner on Johnston's Island. In 1876 he was elected as Attorney General and reelected, filling that office for eight years, serving also as Supreme Court Clerk. He also served as President of the General Alumni Association of the University.

"In 1886 the Colonel was elected as Clerk of the Supreme Court, an office which he filled until his death in 1911. It was my privilege to know him well, and my law license bears his test. Were I asked for a figure to serve as the ideal for a United States Senator, I would say Lee Slater Overman; for the figure of an ideal jurist I would choose Henry Groves Connor; for that of the ideal Southern Soldier, Colonel or Brigadier, Thomas S. Kenan—for he looked like a soldier.

"William Rand Kenan, the elder, a brother of Col. Thomas S., was Captain and Adjutant of the Forty-third North Carolina, C.S.A. As he was in the Confederate army in what would otherwise have been his senior year at the University, he could not then take his degree. But finally in 1911 the University gave him his diploma, dating it back to 1864. He was a merchant at Wilmington, and was the father of

"WILLIAM RAND KENAN, the younger, who donated Kenan Stadium to the University. He was born at Wilmington April 30, 1872, and was educated at Horner School and the University, where he took his degree in 1894. I do not know to what profession to assign this big figure of a famous family. I can with safety say he was a discoverer, because he discovered carbide, whose light was indispensable in the early automobile; the country store; and places where electricity was not available. When and how did he discover carbide? He says it was by accident, and while majoring in chemistry as an under-graduate student when Dr. Francis P. Venable was professor of Chemistry at Chapel Hill.

"I can safely say he was an engineer, for he built the first electric light plant at Chapel Hill, and he was both consultant and constructing engineer for the Florida East Coast Railroad.

He was certainly a railroad executive, as he served as president of the Florida East Coast system and subordinate lines. He should certainly be classed as a chemist, not only because of his discovery of carbide, but because of his service as chemist to the Navassa Guana Company, the Union Carbide Company, and other commercial corporations. I am on safe ground in saying he was a hotel builder, for he was president of the West Palm Beach Company, the Florida East Coast Company, and the like. I can safely say also that he was a financier, for among the long list of his presidencies, vice presidencies, treasurerships and directorates, I find that he was a trustee of the Henry M. Flagler estate—the Standard Oil multimillionaire, who built the Florida East Coast system, including the 'overseas' railroad across the Florida keys into the city of Key West; and in connection therewith constructed the chain of Flagler hotels, which dot the East Coast of Florida. He converted Florida into the playground of the Nation.

"I am on perfectly safe ground in listing William Rand Kenan, Jr., as a philanthropist, for in 1926 the University sorely needed a stadium and between May and September of that year a committee from the Alumni raised for that purpose, almost \$28,000. Then Mr. Kenan said that while he had no desire to interfere with the original plans to raise the money from the body of the Alumni, yet he told the committee that if the Alumni would agree to it, he would himself present the stadium to the University. Could the Alumni agree to this? They not only could, but they did—unanimously and wholeheartedly!

DEDICATED AS MEMORIAL

"Into this stadium Mr. Kenan put \$275,000 and it seats 24,000 people. In 1927 it was dedicated as a memorial to William Rand Kenan, Sr., and his wife, Mary Hargraves Kenan. Not contenting himself with the stadium, Mr. Kenan furnished the funds which constructed the Field House attached to the stadium, which cost around \$30,000.

[&]quot;'A gift is as a precious stone in the eyes of him that hath it."



My elder sister Mary Lily

"In 1917 Mr. Kenan's sister, Mrs. Mary Lily Kenan Bingham, established the Kenan professorships endowment fund, which furnishes the University every year around \$75,000 for use in the payment of salaries and in the employment of additional teachers. The first husband of Mary Lily Kenan was Henry M. Flagler, the oil and railroad magnate above referred to. Her second husband was Robert Worth Bingham, scion of the famous 'Bingham School,' student at the University, publisher of the

Louisville *Courier Journal* and *Times*, Ambassador to the Court of Saint James.

"Graham Kenan was an honor graduate of the University, and served as one of its trustees until his death in 1920. He was a law partner of Chief Justice Walter P. Stacy. In his memory his widow endowed the Kenan Fellowship in Philosophy at a cost of \$25,000; and she gave an additional \$25,000 toward the Southern Historical Collection Endowment.

"Mrs. Jessie Kenan Wise in 1932 donated \$25,000 to the Emergency Student Loan Fund. These represent but the larger of the Kenan benefactions to the University, as limitations of space preclude reference to the numerous smaller gifts various members of that family have made from time to time.

"The maternal side of the Kenans also evinced a fondness for the University even before its cornerstone was laid. The greatgreat-grandfather of William Rand Kenan, Jr., was Christopher Barbee of Orange County, and he donated to the infant University 221 acres of land for a campus; and when part of the University land was sold to raise funds wherewith to erect its buildings, he was among the purchasers of lots.

"I am hanging the Kenan portraits in the art gallery of Carolina benefactors of education, along with the Dukes of Durham, the Grays of Winston, George W. Watts of Durham; the Cones of Greensboro; General Julian S. Carr, of Durham; Reynolds of Winston; Smith Richardson of Greensboro, and other Carolinians, who have done so much for the educational financial interests of our state.

[&]quot;'Hark the sound of Tar Heel voices!""

CHAPTER II

THE PLANTATIONS

My Grandfather Kenan's plantation was called "Lockland" and was located about twelve miles east of Wallace on the Atlantic Coast Line Railroad, and also on the northeast branch of the Cape Fear River. It contained approximately 5,200 acres, about half in cultivation and the balance of good standing timber.

There was also a smaller plantation called "Squatter" about four miles southeast of Kenansville, containing approximately 500 acres.

Cotton, corn, tobacco, strawberries, and other garden truck was produced. There was no master's dwelling on either plantation, but several tenant farmers' houses and both were generally operated by tenant farmers.

When my Grandfather died these properties were left to his children, three boys and a girl. My Uncle James operated the properties during the remainder of his life and retained all profits produced. My Grandfather's plantation passed to the eight grandchildren. They could not agree as to a sale, so a petition was made to the Court to allocate to the interested parties. This was done and most of us sold our portion.

My Great Uncle Stephen Graham's plantation was called "The Goshen" and was located in the northern part of Duplin County, N. C., about four miles from Faison and about the same distance from Mount Olive, both stations on the Atlantic Coast Line Railroad. It contained 1,200 acres. When Uncle Stephen died, my Uncle Thomas sold the plantation and distributed the proceeds among the eight grandchildren.

The Graham Homestead was about one mile from Kenansville and was composed of 630 acres. It had a large dwelling house as well as all necessary outhouses and barns.



Wm. R. Kenan, Jr., age 21 years

CHAPTER III

MY GRADUATION THESIS

I attended Commencement during June, 1947, at the University of North Carolina. I talked with a young man who stated he had read my Graduation Thesis of 1894; that it was in the library. I questioned the statement and he said that in 1926, when the stadium was dedicated, he was the editor of The Tar Heel, the college paper, and it was necessary for him to secure all the facts possible for publication in that paper and it was at that time that he ran across the thesis. I asked Mr. Saunders, the Alumni Secretary to have a copy made for me and I am inserting it here:

ARTIFICIAL PRODUCTION OF PETROLEUM WILLIAM RAND KENAN, JR.

History. The valuable properties of this body were undoubtedly well-known to Herodotus and other historians who wrote during the five centuries preceding the Christian era, and the inflammable nature of petroleum-gas was probably turned to account by the Persian worshippers as much as 2500 year ago.

The history of the production of crude petroleum in the United States, may be said to have begun with the striking of oil in the Drake well at Titusville, in 1859; though petroleum had been known to exist in this country, and especially in what are now the Pennsylvania petroleum regions, from its earliest explorations by the French. The discovery at Titusville led not only to the search for oil in the immediate vicinity, but all over the United States. There is scarcely a state in the Union, in which explorations for petroleum have not been undertaken. The Macksburg field in Ohio, was discovered as early as 1860, but assumed little importance until 1884.

Oil was found in West Virginia probably as early as 1861, but not in great quantities until 1865. Considerable oil has been found in Kentucky, in the neighborhood of Glasgow and Bowling Green.

The year 1885 seems to have marked a new era in the history of petroleum. The importance of the Trenton limestone as an oil producer in the United States, was first recognized at this time, and this year marks the discovery of the Lima (Ohio) and the Indiana fields.

Character and Composition. Petroleum from different wells in the same district usually differ but little in character, while those coming from different districts have marked variation in many cases. The most notable distinction is in the solid constituents of the oil. The "basis" of all the petroleums in the United States except a portion of those found in the southern part of California, is paraffin; of those of southern California, in most cases, asphalt. In most of the oils a varying quantity of the lighter hydrocarbons, known in a general way as naphtha is found. In others these lighter products are almost entirely wanting, or at least in refining all of the distillate is solid as illuminating oil. The composition of certain oils is also such, that a large amount of lubricating oil, is produced, i.e., the Kansas and Texas oils are natural lubricating oils and can be used without any preparation, except straining to remove any grit, while other so-called natural lubricating oils have to be prepared by a process of distillation, the various grades of density being used for various kinds of lubrications.

The oils of western Pennsylvania, New York, West Virginia and the Macksburg district of Ohio, are chiefly used for the production of illuminating oils. The petroleums of these districts as they come from the ground are clear, semitransparent oils, generally of an amber color, but varying somewhat in this regard with their density. When allowed to stand, however, a thick emulsion, or sediment, separates itself from the oil. The amount of this sediment varies greatly, the longer the oil is allowed to stand the greater being the proportion of sediment and the less the proportion of the lighter hydrocarbons. This is the reason that fresh, or oil just produced, commanded a premium in 1889 over old oil, or that which had been allowed to stand in the tanks; its yield of the lighter hydrocarbons and of

the better grades of illuminating oil being greater when fresh than after having been stored. The percentage of the products of fresh oil in refining will depend largely upon the methods of refining. This can be done so as to make the product of heavy oils almost nothing. In making an analysis we generally get: naphtha, illuminating oils, lubricating or heavy oils, residuum, sulphur, water and paraffin or asphalt. Sulphur is the chief obstacle and is difficult to remove. Some oils have as a base asphaltum instead of paraffin, which is generally the black coloring matter. Some samples of this product contained iron, lime and sulphur, also calcium, alumina, copper and traces of silver, other samples contain as much as 10% of sulphur. In the ash of some asphaltum 13% of silica has been found. The interesting feature is the presence of silica, which can not have been dissolved in the petroleum, and which affords an argument in favor of Mendelejeff's theory of the organic origin of mineral oils. Petroleum which gives off more than 5% of volume below 14 degrees and more than 10% below 300 degrees is to be rejected. The commercial value is determined by the volume, percentage which distills over between 145 degrees and 300 degrees. The petroleum which distills over between these two limits is considered as normal.

Geological Occurrence. This source of great wealth, with its special scientific interest, is widely distributed; having been found in all the geological formations from the Silurian up to the Tertiary—however it is not uniformly distributed through them. It is found principally in the rocks of the Silurian and Devonian ages, while a small amount is found in the Mesozoic and Tertiary. Cases are known where petroleum has been found in rocks older than the Silurian, but it is in exceedingly small quantities. The great deposits of western Pennsylvania are in the Devonian, while some is produced from the Carboniferous; this however is in small amounts compared with that from the Devonian. It may also be assumed that the statements regarding the oil horizons of Pennsylvania will apply to the entire oil-producing territory of the western slopes of the Appalachian

range. The most important single source in the United States at the present time, is the Trenton limestone of western Ohio and Indiana.

All of the oil produced in the new fields of these states is from this single horizon, while as pointed out above, the oil produced in Pennsylvania is from several distinct strata of very unequal value, distributed through several thousand feet of the Devonian and Carboniferous. The horizon in which the heavy lubricating oils of Kansas and Texas are found, has not as yet been determined. The deposit, in Colorado is derived from the Larimer shales of the Cretaceous formation, but while the drill reaches oil in this shale it is by no means positive that it is even the reservoirs,—the indications being that it flows into this shale from other rocks. The oils of California are found in the Miocene of the Tertiary.

Localities in the United States. Petroleum has been found in nearly every state and territory, but the localities in which it is produced in quantity are but few. These are the well-known regions of Pennsylvania and New York, the Turkey Foot and other districts of West Virginia, the Macksburg and Lima fields in Ohio, the Florence district of Colorado and the oil fields of California. Practically all the petroleum produced in the United States is from these districts, though a small amount is produced from a few other places. Not only are the localities named the chief petroleum producing districts in the United States, but the indications are, that with the possible exception of Wyoming, they will continue to be so. The Indiana field has some promise, and may in the future, be a producer of some importance. The Illinois field is an exceedingly small one, with but little promise for the future; however, there have been so many surprises in petroleum that these statements must be regarded as only giving the present indications.

Amount. Besides the space occupied by natural gas, which is very extensive, 17,000 million gallons of petroleum have been raised in America since 1861, and that quantity must have oc-

cupied more than 100,000,000 cubic yards, a space equal to a subterranean cavern 100 yards wide by 20 feet deep and 82 miles long—and it is suggested that beds of "porous sandstone" could hardly have contained so much; while vast receptacles may exist, carved by volcanic water out of former beds of rock salt adjoining the limestone, which would account for the brine that usually accompanies petroleum. It is further suggested that when no such vacant spaces were available, the hydrocarbon vapors would be absorbed into, and condensed in, contiguous clays and shales; and perhaps also in beds of coal, only partially consolidated at the time. It has been shown however, that the pebble-sand will absorb one fifteenth to one tenth of its bulk of oil, and thus, at a very moderate estimate of the average thickness of the oil-sands in the neighborhood of Oil Creek (for example) would give a storage capacity of 9,600,000 barrels per square mile; which, as Peckham has pointed out, is quite adequate to the requirements of the most exceptional cases known. No doubt that in some instances the sudden dropping of the tools in the process of drilling indicates the existence of cavities or fissures, but there can be very little doubt that the oil is usually stored in porous rocks.

Origin. The question of how it was originally formed in nature has been discussed very often in the last few years, but has never been satisfactorily determined. The theories of its origin suggested by Reichenbach, Berthelet, Mendelejeff and others made no attempt to account for the exceeding variety in its chemical composition, in its specific gravity, its boiling point, etc. Berthelot and Mendelejeff, upholding the chemical view, ascribe the origin to the action of chemical force on inorganic matter, while Peckham, Ross and other geologists ascribe it to organic matter.

Berthelot's theory assumes the existence of the alkali metals, Potassium and Sodium in the interior of the earth, in a free or uncombined state, and at a high temperature. If surface water carrying carbonic acid in solution should find access to these metals in these conditions, chemical reactions could easily take place, by which certain of the hydrocarbons would be generated; for instance, metallic acetylides, which on being decomposed by watery vapor furnish acetylene. But it has already been proved experimentally, that acetylene may be polymerized, so as to produce aromatic carbides, or the derivatives of marshgas, by the absorption of hydrogen. There is no doubt that various compounds of the bituminous series can be formed artificially, but this seems the only proved fact in Berthelot's theory. There is nothing to prove the assumption that the alkali metals exist in the interior of the earth in a free or uncombined state; in other words, that the conditions necessary to produce petroleum exist in the interior of the earth—this is an unproved and improbable hypothesis.

Sokoloff thinks that petroleum was produced during the period of the formation of our planet, out of cosmical hydrocarbons, which in the beginning dissolved in the softness, separated from it later on.

The theory advanced by Mendelejeff, and one that has received much attention, was that petroleum is never of organic origin, but purely a product of a reaction between inorganic substances. He assumes, and gives plausible reasons to prove that petroleum has been formed at points much lower than the strata in which it is found, and has risen; instead of having been produced at a higher point in the geological scale and descended, basing his views on the well-known facts regarding the cracking, dislocation and fissuring of the earth's surface and the view of the interior of the earth resulting from the acceptance of Laplace's theory. He claims that when in consequence of cooling or some other cause, a fissure takes place through which a mountain range is protruded, the crust of the earth is bent and at the foot of the hills fissures are formed, or such conditions produced that surface waters are able to make their way deep into the bowels of the earth and to reach occasionally the heated deposits of metallic carbides, which may exist either in a separated condition or blended with other matter.

Iron or what-ever metal may be present forms an oxide with the oxygen of the water. Hydrogen is either set free, or combined with the carbon which was associated with the metal and becomes a volatile substance, that is naphtha. The water which had penetrated down to the incandescent mass is changed into steam, a portion of it finds its way to the porous substance, with which the fissures were filled and carries with it the vapors of the newly formed hydrocarbons, and this mixture of vapors is condensed wholly or in part as soon as it reaches the cooler The chemical composition of the hydrocarbons produced will depend upon the conditions of temperature and pressure under which they are formed. Hence it is that mineral oils, mineral pitch, ozocerite and similar products differ so greatly from each other in the relative proportions of Hydrogen and Carbon. Artificial petroleum has frequently been prepared by a process analogous to this-without discussing it at length, it is sufficient to say that his statements as to the conditions of structure near the surface of the earth which are necessary to his theory do not exist in many of the petroleum districts of this country. It may be said here in a general way that this theory has not been accepted by American geologists. To these two hypotheses just described, is opposed the absence of iron in volcanic products; other investigators consider that petroleum is formed not synthetically, but by the decomposition of organic matter. This view is defended by many who regard petroleum as a product of the dry distillation of lignites. Strong objection can not be made to these two theories from the chemical stand-point, but the composition of the different kinds of petroleum is against them, and geology considers them not free from objection.

For a series of years the idea that petroleum was produced from the remains of plants by a kind of distillation process was generally adopted, especially by chemists. Chemical and geological reasons are against this theory. From the chemical standpoint it seems quite impossible that the substance of the plants could be split up by distillation into petroleum without leaving charcoal or coke. There would be a genetic connection between coal and petroleum, but in occurrences of the ordinary kind coal is nearly always absent. If such was the case, there ought to be with every oil occurrence in close connection a coal bank, which really seldom happens. The idea that remains of animals form the raw materials from which petroleum is formed in nature is defended by many prominent scientific men on geological grounds. There are many facts proving the decay of masses of animals, which we find now in banks, in the crust of the earth, in the form of the remains of shells, fishes, etc.

Many years ago Warren and Stover obtained from the distillate of fish oil almost all the hydrocarbons which have been discovered in the petroleum of Pennsylvania . . . not only illuminating oils are produced, but also the lighter hydrocarbons which compose gasolene, benzine, etc. More recently Dr. Engles produced by distillation of fish oil and synthetical triolein, under a pressure of several atmospheres, a quantity of artificial petroleum.

The artificial petroleum, which was described as a merely colorless, fluorescent liquid, apparently resembling ordinary American kerosene in physical characters, was not only examined chemically, but was obtained in sufficient quantity to admit of its being practically tested by burning in lamps in comparison with the Pennsylvania petroleum of commerce, and its illuminating power was found to be high in relation to the consumption of oil.

Many thousand salt-water fishes, and also shells, have been distilled under strong pressure—the result being a liquid containing most nitrogenous bases, which was little or not at all similar to petroleum. Some experiments of Wetherill and Gregory showed that the wax found in cadavers was nothing else than the fatty residue which remains after the putrefaction of all the other animal matter. It is also well known that even fossil bones frequently contain fat.

Could not the process in nature have been a similar one?

Should not, first of all, the nitrogenated animal substance have been destroyed, leaving the fat, which was then transformed into oil? This was proved chemically possible by Dr. Engles, who submitted animal fat to distillation under a pressure of 25 atmospheres at a moderate heat (300-400° C.), and under favorable conditions 70% of the animal fat was transformed into petroleum. This equals 90% of the theoretical output. Besides the oil some water and combustible gas was always found. The same behavior has been shown by other fats, like butter, the fat of hogs, artificial fats, as well as a chemically pure glycerids of the fats like triolein, tri-stearin and the free fatty acids. All have been transformed into petroleum by distillation under pressure when managed in the proper way.

To recapitulate: It is a geological fact that we find in nature the remains of animals, as shells, fishes, etc., accumulated in masses. Whether these animals have been piled up in consequence of a natural superproduction in special places in the ocean, or by currents, or in consequence of great revolutions of the earth, this must be decided by geology; however the remains exist.

We know that animal substance consists essentially of nitrogenated material and fat; that the former is easily decomposed while the latter is very stable, a fact which has been well known for many years; therefore this accounts for the fat in the bones of mammals thousands of years old. Whether and how far the fat was decomposed in this long period, the water splitting up glycerol and forming the free acid, can not be answered. Both fat as well as the fatty acids form petroleum when distilled under pressure.

We can imagine that such remains wrapped in mud and transported by the currents in the ocean easily accumulate, and later on, under the pressure of sedimentary layers or strata, perhaps also under the influence of heat, are transformed into petroleum. This is only one of the many possibilities by which

the mechanical process of the transmutation of fat into petroleum may have happened.

Under any circumstances, Dr. Engles has proven that, from a chemical standpoint, the formation of petroleum from animal remains has the greatest probability, as we are now able to transform every animal fat into petroleum.

No doubt in a few years the artificial production will be carried on, as the natural wells, especially those of Ohio, seem to be gradually giving out.

CHAPTER IV

MY NORMAL STATURE

When I left the south to reside in New York State, I had my measure taken by a tailor in New York City by the name of DeSalvo. This was during December, 1895. Since that time this same tailor has made my clothes, using the original measurements, and half of the time I have had no fittings, and there has been no changes to be made in any instance.

When I left college my weight stripped was 142 pounds and I was hard as nails. Since that time my size has not changed one bit and my weight is approximately 146 stripped today.

When the Mathieson Alkali Works came to Niagara Falls, during the spring of 1896, Ben Thurston, the General Manager, employed me to organize their Chemical Laboratory and to purchase all the equipment and supplies for it. I had recently done the same thing for the Carbide Manufacturing Company.

CHAPTER V

MY FIRST VISIT TO LOCKPORT

My first visit to Lockport was during the latter part of April, 1896, and was for the purpose of installing an electric furnace at the Cowles Aluminum Company, down on the creek in Lowertown.

I spent several days at the Commercial Hotel (now Raleigh Hotel) corner of Pine and Walnut. During that stay I met the crowd of young ladies who used to gather at the home of Marian Hall (now the Tuscarora Club). This crowd was composed of three McCollum daughters (Blanch, Marie and Hattie Belle) Marian Hall, Grace VanHorn, Frances Knight and others.

I was telling them of the nice crowd we had at the University Club at the Falls and the girls suggested that if I would bring over a crowd of men that they would give us a picnic. This was done, eight or nine came over on our bicycles and returned via train, the middle of May.

The picnic was held during the afternoon at Hitchens Bridge, about a mile up the Canal and we all had a grand time and every one rode out on their bicycle.

A LOOK INTO THE PAST

A few months ago Mr. Robert B. Goodman, of Marinette, Wisconsin, affectionately known as "Shorty" and with whom I roomed at the University Club, Niagara Falls, N. Y., the early half of the year 1896, and with whom I have had the pleasure of intimate association ever since, sent me a letter written by me to him in long hand, on the stationery of the Australia Hotel Company, Sydney, Australia. By some means he had preserved it these many years. It is so unusual that I am quoting it as follows:

Telephone No. 574

THE "AUSTRALIA" HOTEL COMPANY, Limited 45 Castlereach Street Sydney

Dec. 9th, 1896

H. Edwin Moore, Manager Robt. B. Goodman, Supt. Frontier Railway Co.

My dear "Shorty"—

Your very interesting letter of October 24th reached me a few days ago and was a source of much pleasure to me.

I was delighted to hear of your doings and something about Niagara. I never will forget my time spent there in company with you. It has been the most pleasant part of my life and no one missed you all as I do, over here.

I am absolutely at a loss to know what to do. I have met no one except those I come in contact with because of my business, so the evenings grow very long and weary. I go to the theatre a good deal and have seen some very good plays but one does not enjoy pleasure of this kind unless you are accompanied by some one.

I can't say that I am very enthusiastic about the country. Everybody is so very slow and it is almost impossible to have anything done. I have worried myself completely out already. Things have progressed exceedingly slow with us and we have met opposition from every source all of which we have overcome by degrees. From the present outlook I would say it will be at least a year before I will be able to return to America.

They manufacture absolutely nothing in these colonies so all equipment will have to be imported. Will erect one or two plants, if one, locate it here, costing about 25,000 pounds; if two, one here and one in Melbourne, costing about 17,000 pounds.

There is money to burn in this country; they keep it stored in the banks, so much that they do not pay any interest on a deposit, but darn if you can get your hands on it. They are afraid to do anything with it, being content to look at a large pile of gold.

I have seen a good bit of the country and it is wonderful, great resources, but the people are too slow to take advantage of them. They only work about four days a week, the rest being holidays. I have seen a sheep run or ranch as we call it 200 miles square with sheep galore. Also fields so thick with rabbits that if you clap your hands it looks like a snow storm.

* * *

So you have been galloping around the country. Didn't get down to Kentucky did you?

I am sorry that the Club has lost its charms. Would like so much to spend one evening with the crowd we had there. Was surprised at the mustache mowing, I had never heard of it. It must have been rather funny.

This is a very nice place of about 500,000 inhabitants situated on the most beautiful harbor that I have ever seen. It seems rather strange, however, to pass Christmas in the midst of summer and, in fact the weather is quite warm already.

Well old boy, I did enjoy your letter immensely and I trust that you will duplicate it when you can find time.

Remember me to Miss Packard and Miss Drain and as well to all inquiring friends at the Falls. Does Haskins still hold up at the hotel?

With kindest regards,

Yours very truly,

WM. R. KENAN, JR.

Address:

Australia Hotel, Sydney, New South Wales.

Mr. and Mrs. H. Edwin Moore, Manager of the Australia Hotel, Sydney, New South Wales, gave me a gold coin purse containing five one-pound Australian gold pieces. When I left Sydney, on my way back to the States I collected a few gold pieces of the different countries I passed through, and, from this beginning, I started collecting coins. I was interested in this undertaking for several years, and obtained much pleasure by so doing. Unfortunately, I have been too busy to do anything with them during the past few years.



THE UNIVERSITY CLUB REUNION, 1935

Standing (left to right)—W. R. Kenan, Jr., Chas. F. Vaughn, I. R. Edmands, Simon B. Storer, P. M. Lincoln, G. F. Cox, F. A. Stoughton, Joseph E. Montague. Seated—R. B. Good man, W. K. Dunlap, C. L. Collens, F. J. Tone.

CHAPTER VI

THE UNIVERSITY CLUB

Niagara Falls, New York

The University Club held their Fifty-third Anniversary Reunion on the 18th and 19th of June, 1948. It has been the usual custom to hold one each five years without a break and as the one for 1945 was not held on account of the war, this one was to take it's place.

I have attended most of them but I am sure 1948 was the most successful of all.

The Club was back in the original house at 315 Buffalo Avenue and now is composed of eight members. When I joined, February, 1896, there were thirteen members in this same house and for about six months the thirteen members sat down to dinner each evening and no one ever referred to this situation.

The schedule was as follows:

Friday, June 18th

- 1:00 P. M. Gathering of the Clan, cocktails and Buffet Luncheon at 315 Buffalo Avenue, the Club House.
- 7:00 P. M. Cocktail Party, followed by a dinner-dance at the Niagara Falls Country Club.

Saturday, June 19th

- 12:30 P. M. Group photographs at the Club House.
 - 1:00 P. M. Luncheon at the Club House.
 - 7:30 P. M. Fifty-third Anniversary Banquet at the Niagara Club.

The total number of members are 144, of this number 40 have passed away and yet there were 51 members present at this Reunion,—a surprising record.



REUNION BANQUET, UNIVERSITY CLUB OF NIAGARA FALLS, N. Y. Fifty-Third Anniversary, June 18 and 19, 1948

Isaac B Edmande	I Motley Morehood	B Thomas Broymoior	Edwin R Bartlett	William K Dunlan	Frederick A Stonghton	Front Row L. R.	Adolf M Hamann	Daniel W Stubblefield	Henry P. Kirchner	Charles F. Vaughn	Robert B. Goodman
			Stephen J. Soplop '45	Seated L-R	William Ross	Reginald F. Meek '09	William E. Harries '10	E. Lewis Burnham '08	Thomas L. B. Lyster '09	George W. Stone '03	William R. Kenan, Jr '96
				,18	,54	24	,56	20	,29	Norman J. Creighton '32	,44
$Standing L \cdot R$	Kenneth A. Housman '47	John N. Moore 45	James S. Sconce '31	John D. Sweeney '42	William F. Holbrook '47	Charles H. Winkler '37	Harold C. Smith '48	Robert F. Schultz '42	Allan L. Spafford '48	George M. Rowland '40	Arthur S. Jones '41

 During Friday and Saturday afternoons we were able to visit some of our old friends residing at the Falls, and Saturday morning we made a visit to the Carbide plant. During both afternoons we were invited to several cocktail parties.

More like a fraternity than a club, the organization was formed in the spring of 1895 by six young men in Niagara Falls who banded together to obtain a congenial and economical place in which to reside. The founders of the Club were as follows:

Frank J. Tone
Paul M. Lincoln
Richard S. Masson

Joseph R. Haskin
William K. Dunlap
Fred A. Stoughton

of the above three are dead, one ill, and the remaining two attended the Reunion.

The other first-year members included Isaac R. Edmands, J. M. Morehead, W. R. Givens, S. B. Storer, Francis Blacklock and Ernest H. Wands.

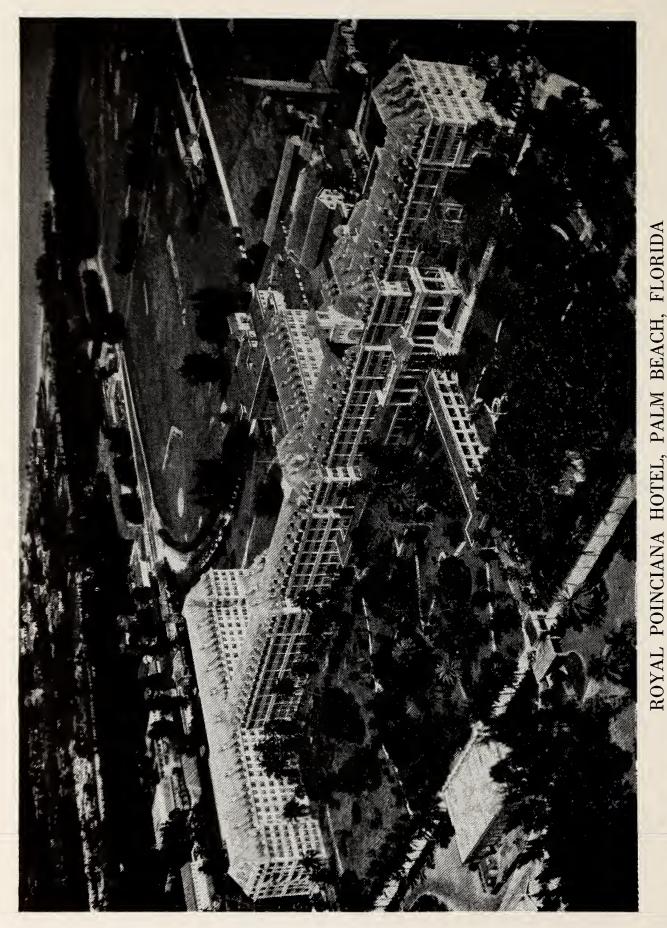
The Club remained at 315 Buffalo Avenue until 1907. The Club removed to the old McDonald house on Third Street until 1909 when it moved to the old Col. Peter A. Porter home on Buffalo Avenue and remained there until 1935, when they returned to the original location, 315 Buffalo Avenue.

ANONYMOUS VERSES OF UNIVERSITY CLUB (Written about 1896)

And the University Club is next in the line, Each girl in her heart thinks they're just fine. Engineers may be smart, legal men may be right, But I tell you the club men are just out of sight.

Here's sweet young Haskins and Stoughton so cute, And the workers Will Dunlap and Kenan so mute. And funny man Givens and Tone isn't slow, And little Rob Goodman whom all of you know.

Here's sweet cherub Wands and Storer so steady, And brilliant young Morehead, with wit ever ready. The men all are fine and the girls say 'tis clear, That Lincoln and Edmands are perfectly dear.



1200 feet long—Fifteen hundred rooms. Built in 1894-95. McGuire addition 1899. East and west wing, 1901-702. Damaged by hurricane September 1928. Demolished in 1934 except north wing. Balance demolished 1937.

CHAPTER VII

MY FIRST TRIP TO FLORIDA

When I first went to Palm Beach in the fall of 1900 I found the pumping station on Lake Clear composed of two horizontal duplex steam pumps of rather small capacity. There was an 8" cast iron main from the station to the bridge across Lake Worth and two 6" flanged steel pipes across the bridge and then an 8" cast iron main to the Royal Poinciana.

The summer of 1902 I replaced one of the duplex pumps with a small Holly pumping engine of a capacity approximately ten times that of the two duplex pumps.

The fire at The Breakers during June 9th, 1903, must have been caused by spontaneous combustion or defective wiring, since the house was closed and the first indication of fire was from smoke and flames under the eaves at the top floor.

The water pressure was not entirely satisfactory and Mr. Parrott bawled me out about it. He was so disturbed that he had the Superintendent of Water Works from Jacksonville come down and make a survey and recommend what should be done. This provoked me considerably and I also made a survey and discovered that there was ample pressure at the start of the fire which was maintained at the station, and developed that one length of cast iron main, just east of the bridge had split during the fire, which was the cause of lowering the pressure as the fire advanced.

This seemed to satisfy Mr. Parrott but he did act on the recommendation of the Superintendent of Water Works from Jacksonville by putting a flash boiler outfit on the bridge, connecting it with the main and in his annual report of the hotel operation for 1904-05 he stated that the water situation had been relieved. The flash boiler never was used!

President Theodore Roosevelt made a trip south in the fall of 1905. It was during the middle of October that he made a

speech in Jacksonville and then came to St. Augustine the following afternoon and made a short talk there from the Fort, on the top of the steps.

The Hotel Ponce de Leon was not open and would not have been opened normally until the first part of January following.

Mr. Flagler ordered the manager to open the hotel and entertain President Roosevelt during his stay there of two days, October 21st and 22nd, his party being composed of about twelve persons. There was a banquet at the Hotel and Father Foley introduced the President. (Father Foley was afterwards appointed Bishop of the Philippines.)

I was at Palm Beach trying to complete the Power House for the second Breakers for operation the day before Christmas. Mr. Parrott was in the north and so was Mr. Flagler, and, upon instructions from Mr. Flagler, I went to St. Augustine to represent him on that occasion.

Every possible thing was done for the comfort and pleasure of the President and he seemed to enjoy his stay, but I am sure that he did not express his thanks to any one, either personally there, or to Mr. Flagler at a later date by letter.



View at St. Augustine, Florida During the Hurricane of October 19, 1944



Anderson Circle flooded, same date

CHAPTER VIII

MR. SCHUYLER BEATTIE'S SERVICES AS MY SECRETARY

Mr. Beattie, is a native of Lockport, and I learned that he was employed as secretary to Hon. Wilson S. Bissell, who had been a law partner of Grover Cleveland and was Postmaster General in his administration, but at this time was the senior member of the law firm of Bissell, Carey & Cooke, in Buffalo, which required Mr. Beattie to make a trip each week-day to that city. I hoped he would rather work here in Lockport and asked him if he would not like to assist me in my work. He came with me the early part of September, 1900, and has continued to serve as my secretary ever since.

In the early days he was most generous in doing anything to assist me, coming to my apartment any time, day or night. We would sometimes work until midnight and he would be around the next morning at six o'clock. He would run errands, get railroad reservations, go to Buffalo to get theater tickets, and as a matter of fact being helpful in every way. When I joined the Western Block Company and had more than I could handle I suggested that he join that organization and made him Purchasing Agent, which position he now holds, in addition to his services as secretary to me.

He has been most helpful, loyal and efficient and I am sure I could not have accomplished as much without his assistance.



My wife, Alice Pomroy Kenan

CHAPTER IX

MY WIFE

I first met my wife Alice at Mr. Flagler's home, 685 Fifth Avenue, New York City, shortly after I moved to Lockport to live (June 1st, 1900). She possessed a wonderful personality and I was much attracted by it.

It was a coincidence that the first apartment I moved into, about two months after arriving in Lockport, was in a house next door to where she lived. It was natural I saw her a great deal in my limited time.

We were married April 9th, 1904, at her house, 242 Genessee Street, Lockport, and she died February 12th, 1947, at the Ponce de Leon Hotel, in St. Augustine, Florida.

Our married life of nearly forty-three years was all that any one could wish for. We never had an argument or a difference of opinion, each gave way to the other and the arrangement was ideal.

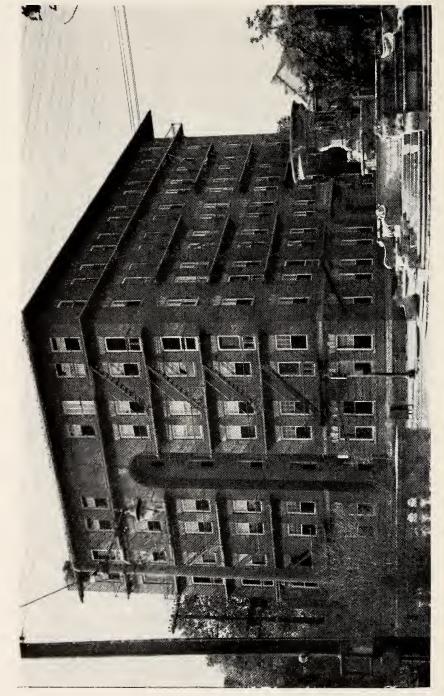
Alice Mary Pomroy was a remarkable woman; had good looks, winning ways, made friends easily, was generous to a fault, and the most magnificent repartee I have ever known. Our life together could not have been improved upon and we were happy.

She enjoyed remarkably good health, but had a fall at our house, down the front stairs, which fractured her collar-bone on the right side and completely knocked her unconscious. Altho she recovered perfectly, she seemed to decline gradually and simply faded away. I am sure that she never had any pain or suffering during the whole time. She simply passed out gradually in her eighty-second year.

I shall miss her in every way, much more than I can ever express. She was a splendid organizer, ran our home splendidly and handled everything inside the house. I employed the

gardner's force and chauffeur and attended to everything on the property, except the operation of the inside of the house. Alice was an expert shopper; she knew the value of most everything, and especially was this true of silver, china, linens and laces.

Her hobby was fans, and she had a splendid collection of more than one hundred and fifty.



The Carolina Apartment

CHAPTER X

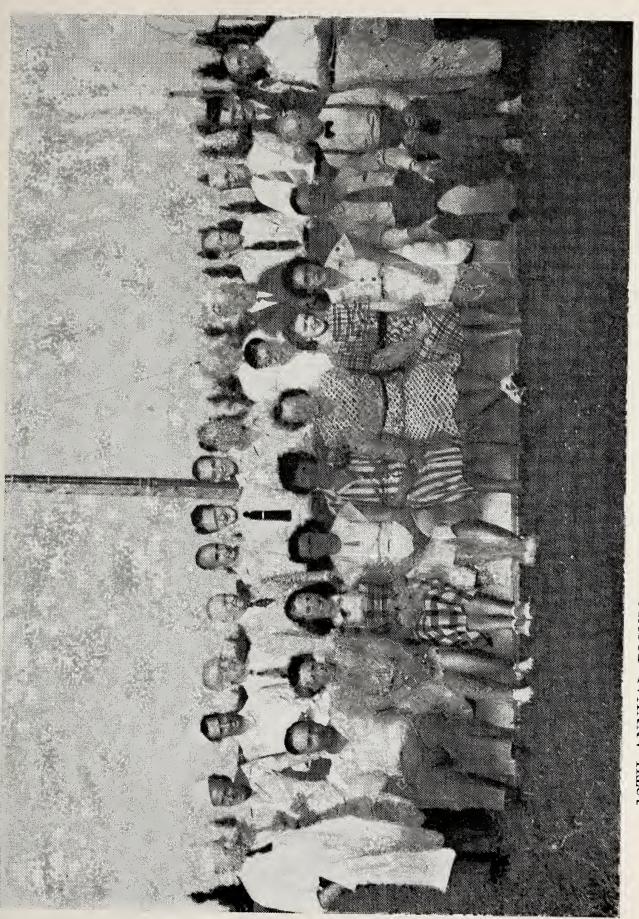
THE CAROLINA APARTMENT

During 1948 we installed a complete sprinkler system (previous when constructed in 1906 we only had sprinklers installed in the basement). The stairwell and the elevator shaft was reconstructed with fireproof material including all doors; also a steel spiral stairway was installed. All fire escapes were improved by 45 degree steel stairs, replacing the old ladders. A modern fire alarm system with auxiliary boxes on each floor was provided.

The entire plumbing system was modernized, replacing all pipes with copper tubing and replacing all bath and toilet fixtures. This work was done under the supervision of Mr. Thomas H. Wright, Sr., and his associates.

As the years rolled by, a few changes were made. Fireplaces were moved to the upper level and it was more convenient to serve food, piping hot. One year we ate in the dining hall, due to rain, but it was remarkable to note that in twelve years we drew only one rainy day. We kept the event going even through the years of World War II, changing our menu to agree with rationing. In 1943, for example, we had a turkey roast at Randleigh Farm; another year we had fried chicken (1945) which I furnished, as I did the turkey, from my home.

The picnic has always been held in July, as we found that we could always get the best attendance in that month and as I mentioned before, the weather generally speaking has been ideal. The last one was in July 1948 with 26 attending.



12TH ANNUAL PICNIC OFFICE EMPLOYES, WESTERN BLOCK COMPANY

Camp Kenan, July 8th, 1948

Front row, left to right: Don Smith, Mildred Smith, Mrs. Ginty, Mrs. Vogt, Mrs. Murphy, Helen Armer, Dorothy Jones, Jeanette Morgan, Fred Kinzly, Schuyler Beattie. Center: Mel Smith. Rear row, left to right: Russ VanNorwick, Tom Vogt, Bill Higgs, Burgess Lee, Dr. Kenan, Bob Smith (Secy. YMCA, Lockport), Al Dawson, Jack Smith, Ole Olson, Wilbur LaFetra, Willis Spinner, Jay Duncan, Bill Ferris, Cliff Oswald, Pete Judd.

CHAPTER XII

MY APARTMENT IN LOCKPORT

When I arrived in Lockport, June, 1900, I rented an apartment in the Bowen home, corner of Genessee and Cottage Streets, at a cost of \$15.00 per month, including heat and lights, and furnished it complete. The total cost of furnishings was \$354.53 and it is interesting to note the prices paid as shown on the attached Bill of Wanamaker's.

New York, Nov. 30, 1900

JOHN WANAMAKER

Broadway, 4th Ave., 9th and 10th Sts. Mr. Wm. R. Kenan, Lockport, N. Y.

Aug. 1	Couch cover		7.75
· ·	1 dz. Towels		4.80
	1 dz. Towels		3.00
	8 Sheets	.55	4.40
	6 Pillow Cases	.20	1.20
	3 Pillows	2.25	6.75
	2 Cushions	.38	.76
	3 Spreads	1.00	3.00
	2 pr. Blankets	4.50	9.00
	2 Quilts	3.75	7.50
	1 Quilt		1.75
	2 Spreads		2.00
	2 Spreads	1.40	2.80
	2 Spreads	1.85	3.70
	1 Bureau	2.00	19.00
	1 Chiffonier		15.00
	1 Couch		15.00
	1 Table		5.25
	1 Chair		15.00
	1 Chair		12.00
	1 Chair and Cushions		8.50
	1 Rattan Chair		7.25
	1 Book Case		12.00
	1 Mattress		7.50
	4 Pillows	1.88	7.52
	1 Table	1.00	5.25
		21.60	0.20
	1 Jute Rug	2.75	24.35
	1 Folding Bed	2.10	40.00
	Scrap Basket		2.00
	Lamp		5.00
	Ring		.50
	Green Shade		2.00
	5 Pairs Lace Curtains		23.50
	1 Pr. Mull Curtains, cord, pole attachments		$\begin{array}{c} 25.30 \\ 6.00 \end{array}$
	Soap Dish		.15
	Soap Disti		.13

1 dz. Napkins	2.35
Sideboard Cover	2.00
	10.00
Jardineer and Stand	10.00
Palm	3.00
Chafing Dish	7.50
	2.75
Vase	4.15
Vase	2.75
$\frac{1}{2}$ dz. Tumblers	1.00
1 dz. Plates	8.00
2 Straight Chairs	14.00
1 dz. Tablespoons, 1 dz. teaspoons \	10.00
½ dz. Forks	
	\$354.53

GARDEN EXPENSE

Including Flowers, Vegetables and Poultry 433 Locust Street, Lockport, N. Y.

		We moved in June	14, 1913,	
lst	year,	Apr. 1, 1912 to	1913	\$1191.68
2nd	"	F ,	1914	2352.52
3rd	"		1915	3050.49
4th	"		1916	3186.97
5th	"		1917	3531.15
6th	"		1918	3997.74
7th	99		1919	4988.38
8th	"		1920	6216.64
9th	"		1921	7435.04
10th	"		1922	9474.22
11th	"		1923	7969.15
12th	**		1924	8866.56
13th	"		1925	9213.12
14th	"		1926	7064.68
15th	99	to January 1st	1927	3925.28
16th	"	•	1928	9159.15
17th	22		1929	6835.43
18th	22		1930	6440.42
19th	22		1931	5933.66
20th	22		1932	4340 66
21st	••		1933	5710.03
22nd	? ?		1934	5951.21
23rd	"		1935	6156.59
24th	22		1936	5972.83
25th	22		1937	5417.49
26th	"		1938	5227.86
27th	>>		1939	5176.99
28th	22		1940	5793.99
29th	"		1941	6231.69
30th	"		1942	6851.99
31st	99		1943	5860.37
32nd	"		1944	6355.65
33rd	"		1945	6563.23
34th	"		1946	6313.65
35th	" "		1947	3081.07
36th	7)		1948	9579.34

CHAPTER XIII

THE GREENHOUSE

When I purchased the property at 433 Locust Street in 1912 where I now reside, it contained a greenhouse which was in bad repair and also poorly located, so I decided to replace it.

The greenhouse contained two rare old plants which I desired to retain, if possible. One was a White Jasmine vine and the other a Night-Blooming Cereus. They had been planted in the ground so as to have plenty of soil and both were at least 100 years old. They were planted in a brick vault $3'6'' \times 2'6''$ and 2'6'' deep and this same arrangement was carried out in the new greenhouse. The Cereus was at least 8'0'' tall and had several suckers from the original root, the trunk being $2^{1}/_{2}''$ in diameter.

I consulted one of the local greenhouse owners and he replied that he would not attempt to move them. I questioned Jack Few, my gardner at that time, and he said he could move them successfully, which he did. This has produced hundreds of blooms, usually blooming four or five times each summer. I gave a blossom to Mr. E. D. Whitney, who was then the Secretary of the Western Block Company, and he later expressed a desire to own a plant. I asked Thomas Garrett, who was then my gardner and a most capable one, born in England and apprenticed at the early age of eleven and had learned the hard way, if he could slip or propagate one of these plants. He gave me a disgusted glance and walked away. A few weeks later he invited me into the greenhouse with him and, without a word, pointed to a spot where he had several young Cereus plants growing. These developed into fine plants and I now have besides the original, four tubs 1'4" diameter 10" deep and four boxes 1'6" square 12" deep, each containing healthy plants.

I now have a lot of fun each season surprising my friends between 9 and 10 o'clock at night when I deliver them, as they are always startled and thrilled by these beautiful flowers which when fully open are extremely fragrant. In 1948 I had as many as forty-five blooms in one night and in one season I have picked a total of over 150.

George Rossman, my gardner at the present time, was experimenting with flowers and vegetables in the greenhouse. During the winter of 1946 he planted two tomato seeds in a 10-inch clay flower crock, put it on a bench in the greenhouse, and when they sprouted he pulled up the weaker one, leaving the other. On the roof framework he placed a screen about three feet wide by six feet long and let the tomato vine grow up and spread over the screen, the fruit would hang down through the openings and was most attractive. By June 1st he had harvested 298 large fully developed ripe tomatoes.

During the winter of 1948 he decided to try the same experiment in exactly the same way, except he used two cucumber seeds. This was most successful and by July he had harvested 412 fully developed and ripe cucumbers from the one seed.

On January 27, 1939, I purchased the Bishop house just north and adjacent to my place for \$11,380.00. This was as a protection as it was to be sold to a real estate agent and a street and a development was to take place. This property contained ten acres which made my total holdings twenty-four acres in the city.



QUAIL HUNTING AT SPRAY, NORTH CAROLINA November, 1927

A New Yorker, Malcolm Harris, J. M. Morehead, Wm. R. Kenan, Jr.

CHAPTER XIV

MY NEIGHBORS

When the W. Harry Upsons', Jr., in 1926, purchased and moved into the house south and adjoining our home, 433 Locust Street, Jim Upson was a small boy and naturally he was accustomed to come over to our place frequently. I became very fond of him and encouraged him to do so, also to bring his playmates. It was not very long before we had a gang composed of Jim Upson, Pete Corson, Dick Doty, Bob Covert, John Symes and Mason Smith. They were all fine youngsters and I enjoyed them. It was customary for them to use my guns and ammunition and all became accustomed to the proper use of firearms.

On numerous occasions I would take my station wagon, collect the gang and motor them to the farm. They would play all afternoon sliding down the hay stacks etc., after which we would go to the Dairy Inn and get some ice cream. If the grapes were ripe we would attack them, eating until stuffed full, then return to the Inn and have a milk shake. On several occasions each would take a calf and exercise it. This was great fun. On many afternoons during the summer we made the trip and I enjoyed it as much as the boys.



AT SPRAY, NORTH CAROLINA
November, 1927
Wm. R. Kenan, Jr., Alice Pomroy Kenan,
Genevieve B. Morehead

CHAPTER XV

KENAN STADIUM

The Kenan Stadium, at the University of North Carolina, constructed in 1926, provided 24,000 concrete seats. This seemed to be sufficient when built but each year since that time steel bleachers have been built and used due to the demand for seats. First, the end of the Stadium was filled, which added 6,000 seats each. Then bleachers were placed back of the concrete structure. The University and myself paid for this expansion, my contribution being \$4,500.00 in 1940 and \$5,000.00 in 1946. During the Fall of 1947 the smallest attendance was 36,000 and at two games there were 43,000 each. During 1948 at the Texas game we had 45,000.

During the Fall of 1947 plans were made to extend the two entrances on the east and west side to permit the bleachers to be extended by the fifty-yard line and, at the same time, raise the press and President boxes so as to be over the above referred to bleachers. Also to have the structure three stories high, with the photographers on top, the radio men next, and the press under them, but all three floors being above the said bleachers. I have contributed during 1947-'48, \$40,000.00 for this work, and also \$25,000.00 during 1949.

The labor cost of the Stadium was less than any construction work I have ever experienced. The contractor and his key men had been at the University several years and there had been great discussion re a stadium. A request to build one had been made on two different occasions and denied, as many of the members of the legislature did not approve of athletics. Then a committee was formed of alumni and all solicited. They were to secure \$365,000.00 and all pledges were made on the basis that they would not be binding unless the total amount was raised, and since only \$175,000.00 was secured, the plan fell through.

I went to Chapel Hill and promised to supply the funds. This was in the late Summer. Work was started and so many seats



BENEFACTORS

(Reprint Alumni Review, Nov. 27, 1947)

Three of the University of North Carolina's greatest benefactors as they appeared at the cornerstone laying ceremonies of the two-million dollar Morehead Planetarium and Art Gallery at the University of North Carolina Saturday. Left to right, John Sprunt Hill, of Durham, donor of the Hill Hall, the Carolina Inn, and liberal contributor to the library and other university departments; John Motley Morehead, of New York, donor of the Morehead building and codonor of the Morehead-Patterson bell tower, and William Rand Kenan, of New York, donor of the Kenan Stadium.

per day were scheduled and if it rained or they got behind on their schedule the men worked nights and Sundays to catch up, and did not ask, nor were given any overtime, either time-and-ahalf or double time.

I was present when they were building the Field House, which was constructed of brick and stuccoed. I saw about 25 masons laying brick at the rate of 1,200 to 1,400 bricks a day and when I asked Mr. Thompson, the contractor how he did it (because I knew the Union scale was from 450 to 500), his reply was: "These men want a stadium and they propose to have it on time." The total cost was \$313,000.00 which included a Field House at a cost of \$28,000.00 and a Broadcasting outfit at a cost of \$15,000.00; neither of these were included in the estimate of \$365,000.00.



THE FOUR PATRIARCHS AT UNIVERSITY REUNION—UNIVERSITY OF NORTH CAROLINA Chapel Hill—June 1947

Reading left to right—John Sprunt Hill, Durham capitalist and philanthropist; William Rand Kenan, Jr., New York, one of the University's most generous benefactors; Josephus Daniels, Raleigh, editor and former Ambassador; Dr. S. B. Turrentine, Greensboro, former President of Greensboro College, who was the oldest alumnus present at the reunion.

DONOR OF THE STADIUM A UNIVERSITY ATHLETE ABOUT HALF A CENTURY AGO

(Reprint from Chapel Hill Weekly, October 18, 1940)

"George Stephens, after having obtained reminiscences from Colonel Wooten and Judge Devin, for our series of articles about athletics in the University in the early 1890's, now sends us something about the baseball record of William R. Kenan, Jr., known to everybody in those days as Bill Kenan.

"Probably no name connected with the University is known to more people than is the name Kenan, because William R. Kenan, Jr., is the donor of the Kenan stadium and his sister, who died several years ago, established the foundation for the Kenan professorships. Recently Mr. Kenan added to his original gift of the stadium by providing movable seats for overflow crowds. Through the forty-five years since he left Chapel Hill he has maintained a keen interest in the University and has kept himself well informed about its activities. He comes here on a visit now and then.

"Bill Kenan did not go out for athletics in his freshman year (1890-'91), though he was constantly at work in the gymnasium and became a fair tennis player. It was in his sophomore year, in the spring of 1892, that he made the varsity baseball team. That season he was a right-fielder; in his junior and senior years he alternated between right field and the pitcher's box. He was business manager of the baseball team for three years.

"When the team went to Lexington, Virginia, to meet Washington and Lee late in April, 1893, George Stephens was scheduled to pitch. Washington and Lee protested against Stephen's playing. He was a freshman then, but that was not the reason for the protest; there was no rule in that era against freshmen's playing in varsity games. The protest was made because Stephens was gymnasium director.

"It caused Stephens to be withdrawn from the line-up, and Bill Kenan was substituted. Much to the surprise of both teams and the spectators, North Carolina won, 9 to 3. Kenan held Washington and Lee to four hits, and out of four times at bat made a two-bagger and two singles.

"Carolina played two games with Vermont in Charlotte in 1894. Stephens and Pond were the opposing pitchers. Pond became famous later as a pitcher on the Baltimore Orioles. Kenan, recalling the first of the two games in Charlotte, told a friend not long ago:

"We lost it because of my error. That day I was in left field. The score was 6 to 5 in our favor at the middle of the ninth inning. After one Vermonter had struck out and another had walked, Pond knocked a high fly toward me. The sun was directly in my eyes, and I did not even touch the ball."

"But Kenan more than made up for it the next day." In right field this time, he made four putouts and got three base hits. His catching of Corley's fly in deep right was described by the *Tar Heel* as the star play of the afternoon.

"He played right half on the 1893 football team, and one of the games he remembers most clearly is the one with Wake Forest in Raleigh, which Carolina won by 40 to 0. In the Tennessee game that year Kenan was injured. The players were not using nose-guards or headgear. During one of the plays his month was open. As he has related what happened next, 'one of the Tennessee men tried to put his knee in my mouth; result, the loss of a front tooth.'

"Being in every student activity except the Glee Club, Kenan wanted to be in that. Inability to sing or play an instrument was an obstacle. He conceived the idea of doing a tumbling act in the intermission. After getting Charles S. Mangum, an expert gymnast as well as a tenor, to agree to be his partner, he went to Karl P. Harrington, Latin professor and Glee Club director, with the proposition.

"Mr. Harrington was shocked. What nonsense, acrobatics as part of a concert! No, it couldn't be considered. But why not? asked Kenan. It would take place in the intermission and so

wouldn't cancel any of the songs. It would give the audience a little variety, and they would be all the more pleased with the singing. The director kept on saying no.

"Well, anyway, Professor, come over to the gym and look at our act,' the student pleaded.

"Mr. Harrington went, saw, and was conquered. Thus Bill Kenan qualified as a member of the Glee Club."

CHAPTER XVI

SOME POSITIONS HELD

Date elected	Name	Office	
April, 1929	Y.M.C.A. Lockport, N. Y.	President Trustees	
May, 1948	Peninsular & Occidental Steamship Company	President	

CHAPTER XVII

GOLF

I was intimately associated with golf from the beginning of my connection with Mr. Flagler's undertakings through the construction of many golf courses. The Poinciana course, at Palm Beach, was constructed before my day, but it had sand greens, as also the Country Club course at Miami.

The Country Club land at Palm Beach was purchased shortly after Mr. Flagler's death and a splendid course was constructed in 1914. The Poinciana course was converted to grass greens in 1928. The St. Augustine links was constructed in 1916 and was the first successful grass greens course we obtained.

Donald Ross designed most of these courses, or if already contructed, he revamped and expanded them. He was a genius at this work and always obtained most satisfactory results. He was extremely gifted in this connection; would survey a piece of land, composed of fields, forest, water and what-not; go home, and put on paper a definite and complete layout.

I was too busy to play golf and never attempted it. As a matter of fact, I never had a golf club in my hands until I commenced taking lessons from Johnny Farrell, the Professional, in 1927 at St. Augustine. I played a number of times that winter season; purchased a leather bag with a complete set of clubs, balls, tees, etc., and still have them at the Ponce de Leon Hotel where they have been ever since. On my return to Lockport in the spring of 1927, I purchased a complete outfit and played possibly a dozen times that summer. After Johnny Farrell left us at St. Augustine, his brother, Jimmy, took over (1928-'29) and on several occasions Jimmy and I would play the eighteen holes in an hour and a half, and sometimes less.

I have a baseball swing and was much too fast for good results in golf, so I concluded that I could not play the game and gave it up. During World War II, George Eaton, Vice-President of the Niagara County Bank at Lockport, lost his complete outfit,—it being stolen from the Club House at the Town & Country Club, Lockport, N. Y. He was having difficulty in purchasing another set of clubs. I learned of it and presented him with a leather bag, set of clubs, about a dozen balls and a lot of tees.

The climatic conditions at St. Augustine are ideal for golf. The golf course benefits greatly from these conditions and, with its picturesque setting, it appeals to golfers the year-'round. It was hoped to make St. Augustine the center for winter golf and several tournaments of national prominence were inaugurated. A women's tournament, the Florida East Coast Women's Championship for the Mrs. Wm. R. Kenan, Jr., Cup, was started in 1925, and has been held each year since, with the exception of the war years 1943, 1944, 1945 and 1946. It attracted over the years such outstanding players as Glenna Collett, Virginia Van Wie, Maureen Orcutt, Helen Hicks, Kathryn Hemphill, Patty Berg, and several of the leading British women golfers. Miss Mildred (better known as "Babe") Didrikson, when she first took up golf, was talked of as "unusual" because of her long drives. In her early days as a golfer she visited the St. Augustine links and attracted quite a gallery who watched her hit out some long drives. At that time she was not much of a golfer, but not many years later, in the winter season of 1946-'47, she won every tournament she competed in while in Florida, including the FEC Women's Championship.

Mrs. Wm. R. Kenan, Jr., put up three consecutive trophies for this Woman's Tournament. Miss Virginia Van Wie was the first to score three victories in this tournament and win the first cup outright. Miss Maureen Orcutt won the second cup. The third cup carries the names of Kathryn Hemphill and Patty Berg for two victories each and either of these girls might have retired the cup had it not been that immediately after posting their second victory against the Cup they turned professional and, therefore, became ineligible to compete in this tournament.

I have made a very interesting record of these women's tourna-

ments by taking movies of most of the matches each year. In showing these to the contestants after the dinner party each year, great excitement and laughter is aroused when some of the oldfashioned golfing attires appear on the screen.

Two National Men's Tournaments of unusual nature were inaugurated at the St. Augustine links.

The National Championship of Golf Club Champions was started in 1928 and has been held each season since, except for the years 1943 through 1947, during which time most of the leading amateurs of the country were in the military service. This is a tournament in which only champions, or past champions of established golf clubs are eligible, and it has attracted many of the leading amateurs over the years.

The National Amateur-Professional Best-Ball Match Play Golf Championship was first played at the St. Augustine links in March 1935 and continued each spring through 1942, when World War II caused it's termination. Of course at many small clubs of the country it had been customary to have one-day affairs to which professionals within a radius of fifty to one hundred miles would be invited to play paired with an amateur of their choosing, but at St. Augustine the idea was first put on as a National event, lasting five days and attracting amateurs and pros from all parts of the country. In some years this tournament attracted both the National Open titleholder and the National Amateur titleholder.

CHAPTER XVIII

FLYING

My first experience in flying was at Miami, Florida, during the winter of 1909 when Glen Curtis, of Hammondsport, N. Y., had one of his first planes there. He gave me a ride down the bay to Soldier's Key and return, a trip of approximately twenty miles each way.

The plane had no fuselage, was composed of an open frame constructed of wood, hanging from the wings, was a Biplane type; a single propeller driven by a sprocket and chain. If it happened to jump off: "Oh Boy!" The propeller was located high, of the pusher type and the motor just back of the seats for two. It had tricycle landing gear and wheel control.

My second experience was a trip from Miami to Nassau in a flying boat. John Sewell was my companion on this trip. It was taken in a discarded Navy plane, shortly after the first World War had ended. This trip was rough and most uncomfortable,—and was the winter of 1919. A friend of mine in Lockport was much interested in flying and born a natural aviator. He had a Ryan Monoplane, of cockpit model, and my first trip with him was September 12, 1930. Later he changed to a Fleet, and my first flight in this plane was October, 1931. I made many flights in the two above planes, trying to learn how to take motion pictures from the air. I made many trips over Niagara Falls trying to synchronize the speed of the camera with the speed of the plane. It was somewhat difficult, since it was necessary to hang out of the cockpit with the camera. I then took pictures of Lockport, Buffalo, Niagara Falls, my own farm "Randleigh" and the Y. M. C. A. camp at Barker, N. Y.

The first enclosed plane Mr. Allan Van de Mark purchased in 1931 was a Stinson of 210 H.P., having seating capacity for three passengers and a pilot. With this plane we made many trips to New York City, Columbus, Ohio, and other places. Mr. Van de Mark took Mr. Lee, and they flew to the Pacific Coast

and return. On occasions when my friends from a distance would visit me I would get Mr. Van de Mark to take us around this part of the country. This was during the latter part of 1931 and 1932.

Pan American started operation October 28th, 1927 between Key West, Florida and Havana, Cuba, they having obtained a Cuban-American mail contract. They were using three Fokker F-7 tri-motored land planes and two C-2 tri-motored high winged mono-planes with wooden wings, having a cruising speed of 85 miles per hour and a passenger seating capacity of ten.

The first few flights, only mail and company personnel were carried until the aircraft crews, radio and navigation facilities had been thoroughly tested by several weeks service, when passengers were later transported. No baggage was taken.

These were the first tri-motored transports to be constructed in the United States and the first land planes to be operated on over-water routes.

During the summer of 1928 it was decided that to obtain better railroad connections, the Florida terminal should be changed from Key West to Miami, where Pan American bought and improved its own airfield,—operation commenced on October 29th, 1928.

In October, 1928, the first twin-engined S-38 Sikorsky was delivered and put into service.

On December 20th, 1929, Pan American placed orders for four-engined flying boats, the Sikorsky S-40. These carried ten passengers.

Early in 1929 tri-motored land planes carrying twelve passengers at a cruising speed of 115 miles per hour were put into service.

In the fall of 1930 there was added a number of twin-engined

Commodores, carrying twenty passengers and at a cruising speed of over 100 miles per hour.

Douglas DC-2 were put in service in 1934.

I had an annual flight pass good on all routes for more than fifteen consecutive years, and had the pleasure of experiencing trips on nearly all the above listed types of planes operating between Miami, Florida, and Havana, Cuba.

Most of these trips were made on account of business, as we had several operations between these two points. I also made many pleasure trips to Nassau. We had disposed of our properties at that point prior to the Pan American entering the service.

When the 1928 hurricane destroyed much of the Florida East Coast roadway, between Miami and Key West, the center of that storm was at Long Key, at which point we lost the Fishing Camp, at a cost of approximately \$300,000.00. The extent of the storm was approximately sixty miles wide. The second day after the storm I chartered a single motored cockpit plane and flew down the line about 1200 feet high and 1,000 feet to the west of the railroad track and took a motion picture showing the effects of the storm. I returned by small boat and took many shots of the damage from the ground. I now have that reel of films.

During the summers prior to World War II, it was necessary for me to spend most of my time in New York City, going up to Lockport for the weekends only. It was my practice to alternate each week, going via plane one week and via train the next week.

I would take the early morning plane from New York City to Buffalo on Saturday and return late Sunday afternoon. The following week I would take a night train via New York Central Railroad and return on Sunday night. I always used the American Air Lines and the New York Central Railroad.

Only once was I really frightened when flying. On that oc-

casion I was going from Lockport to New York City, in the latter part of 1930, being transported by Allan Van de Mark in a Ryan bi-plane. We planned to land at Newark Airport about 9:30 A. M., and when we arrived, or thought we had, it was so foggy that you could not see the high buildings in the city, nor anything surrounding the airport. As a matter of fact, we could scarcely see the end of the wings attached to the plane. Allan contended that we were over the airport, but he could not convince me. We flew around for quite some time knowing all the time that numerous transport planes were arriving and departing, and I was uneasy, to say the least. The first object that showed up was the Pennsylvania Railroad Station at Newark, which they had recently started to construct and the red steel structure came into view. We were happy and knew just the direction to land, which was accomplished without any difficulty.

CHAPTER XIX

BURGLARY OF MY CAR RANDLEIGH

At Jacksonville, Fla.

It was our usual custom to make an inspection of the Railroad each spring and fall.

There was always three or four private cars to take the officials of the Railroad,—we generally travelled the entire line. On one occasion, due to several of the officials being required to attend a meeting in Jacksonville the night before we were scheduled to leave, we had the train brought to Jacksonville and we spent the night aboard,—this was the winter of 1920-'21.

The train was parked in the Jacksonville Terminal with all the lights for the platform going full blast.

Early the following morning my steward waked me to state that the cars had been robbed and all our clothes were in the observation rooms. I got up and found the situation true. They had gone through each room of each car, and had taken everything that was of any value. Fortunately, when I retired I placed my wallet and watch under my pillow and the only thing I lost was my sleeve buttons. They took my clothes from the closet and must have operated within three feet of where I was lying in bed and I was not conscious of anyone's presence there.

Mr. Beardsley lost everything of value, his watch and chain, his wallet with considerable money in it. It was greatly prized by him, was of pin seal leather with gold corners, and his signature in gold across the front. He also lost his glasses. He never could understand how anyone could come into his room and take all his clothes without waking him up.

All the valuables were placed in a bag, taken from the last car. We were never able to find out who did the job, although we had the best detectives on the job for many months, there were no finger prints anywhere. Mr. Beardsley often joked me about his loss, saying that as he was travelling in my car and should have had ample protection, he proposed to sue me for his losses.

CHAPTER XX

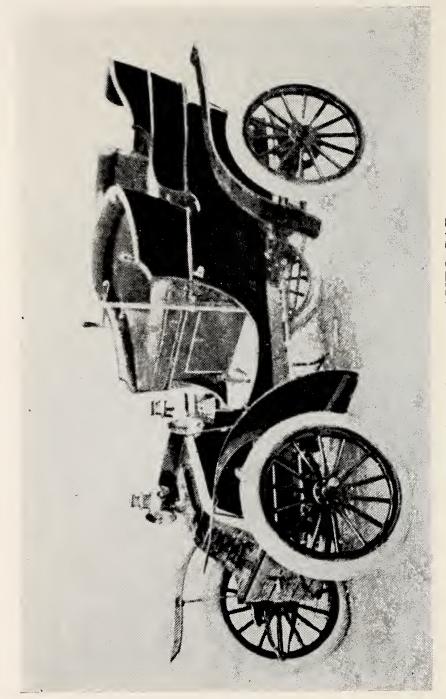
TRIP TO THE COAST

The second trip I made to the coast with the car Randleigh (1929) was scheduled on a dead-head basis, this being usual at that time. It was planned to send the car from St. Augustine, Florida, to Buffalo and start from that point, so all the arrangements were made through the New York Central at New York City Grand Central Station.

After considering the matter, I felt it would be better for me to pay the full car fare and not accept a complimentary movement over each railroad, as I did not wish to be under obligations to anyone, and further, if I wished some special treatment I would not hesitate to ask for it. Just prior to our departure I sent my secretary to the Grand Central Station and purchased 25 full fares, which was the tariff at that time. Mr. P. E. Crowley, president of the New York Central, happened to learn of it and at once 'phoned me that I "was crazy,-it was not necessary for me to pay," and he proposed to refund the amount to me. He further stated that if I personally did not wish to request free transportation that he would request it, and handle all details. Of course I would not let him do it, and was always glad that I did not consent to free transportation, since everyone on all roads was exceedingly courteous to us, and most generous with fruit, candy and flowers.

At Lake Louise, where we remained nearly one week, the Canadian Pacific would send a switch engine over from Banff, approximately 40 miles, each night to keep my car Randleigh warm, as it was occupied by the three crew members. A few years later the Interstate Commerce Commission issued an order that no private or business car could be transported free, except on the line of the car owners. I probably have been the only officer of a railroad that built and owned a private car. It was not unusual for us to haul over 200 private cars, from one end of the FEC system to the other, during a winter season free,

and private parking space free, and current to charge the batteries in addition. I have seen Mr. Crowley many times since then, both being on the Board of Directors of the Railway Credit Corporation.



PICTURE OF 1903 AUTO-CAR

Rear Door Touring Model A. Price, \$1,700.00. Mine had wicker baskets on each side and cost \$1,950.00.

CHAPTER XXI

AUTOMOBILES

Year	Make	Model	Cost	Operation Per Annum
1946				\$3,541.95
1947				2,873.20
1948				2,259.31
1947	Ford	Station Wagon	\$2,103.61	
	Total	cost of cars	\$128,164.3	l

Whenever I purchased a new station wagon I always gave my old one to Randleigh Farm.

The early part of 1901 I purchased a Columbia Electric Stanhope and it was necessary for me to have a garage and charging station. This was constructed by me at the Traders Paper Company, where I was able to get sufficient electric power. The garage was 12'0" x 14'0" inside, was framed properly, had a flat sloping roof and a 2" floor. It was constructed by Wm. J. Blackley at a cost of \$34.47. It is interesting to note the attached invoice as to rates of pay, etc.

When I had no further use of this garage, having sold the electric, I gave it to Mr. Beattie and he trucked it to Olcott by horse and wagon to use as a cottage.

Mr. Wm. R. Kenan, Jr.

To WM. J. BLACKLEY, Dr. Builder, Jobber and Dealer in Real Estate Office

1901 H. Michael—23 hrs. at 28c \$ 6.44 April 18 H. Johnson—23 hrs. at 28c 6.44 25 lbs. 10-d nails75 20 lbs. 20-d nails60 2 pr. 10" T hinges & scs .80 1 padlock .50. 1.30 1 hasp .10 2 hooks .10 2 lbs. nails .0828 2 square felt. 1.80 3 lbs. tin .24 2.04 770 ft. Hemlock flooring 18.00 13.86 96 ft. 12—2x4 12 Hem 16.00 1.54 18 Hem 72 ft. 6— 17.00 1.22

\$34.47

REC'D PAYMENT

W. J. Blackley

"Thanks"

CHAPTER XXII

CAMP KENAN

For a good many years it has been my custom to take twelve to eighteen watermelons (depending on the size) to Camp Kenan twice each summer. This seems to give the boys a real treat and, of course, gives me much pleasure.

It has been my desire to have some new facilities at the Camp each year. The expenditures for repairs and maintenance for 1946 was \$2,000.00 for 1947 \$3,000.00 and for 1948 \$1,000.00.

During the Fall of 1948 I constructed a log cabin for the Chef and his wife, at a cost of \$3,000.00, making the total cost of this Camp \$136,812.35.

Several years ago I gave to the Endowment Fund of the Y. M. C. A. \$5,000.00 the income to be used only and namely for repairs, maintenance and caretakers expenses of Camp Kenan and, during 1949, I have added \$5,000.00 more to be used for this same purpose.

We have at the Camp three Hobby Houses and two of these are divided which makes available for us, five different hobbies at one period. Nearly each year some one of the boys have made me souvenirs. I have several dozen of them and enjoy showing them to my friends. All kinds of leather work, wood carving, copper and silver pieces and especially colored photography.

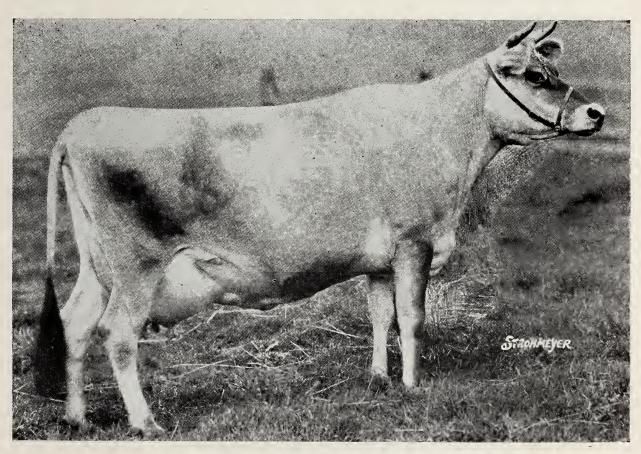
Randleigh Farm, taken from the air June, 1948

CHAPTER XXIII

THE CAUSE AND BEGINNING OF THE EXPERIMENTAL WORK AT MY FARM

During the summer of 1930 we began to be worried about the physical condition of Dairylike Madcap No. 646111. She had made two tremendous records before we purchased her and continued with this same high production, making two high records after she came here, having been imported from the Isle of Jersey. This cow did not dry up and frequently milked twenty pounds, when she would calve again. She was a good feeder but apparently was unable to digest and assimilate, or properly metabolize sufficient minerals to produce the large quantity of milk she gave, and, therefore, she seemed to take it out of her constitution.

During the summer she calved, but seemed to lose flesh and



Dairylike Madcap #646111

soon thereafter while running around the paddock broke a hind leg. As she was a relatively old cow (thirteen years), all the veterinarians I consulted suggested she be killed. I went so far as to consult Dr. Frost, the veterinarian surgeon of Cornell University, also Dr. Way, of New York City, but obtained no encouragement whatsoever. I knew that we should feed calcium, phosphorus, iron and iodine, but I did not know the amounts. But I was so impressed with her records that I concluded to make every effort to save her and hence telegraphed Professor Oscar Erf, of Ohio State University, to come here and try to help us. He had been feeding minerals to Silver Foxes, with wonderful results. This was in August, 1930, and upon his arrival and inspection of the cow he did not offer much encouragement, on account of her age, but was willing to make the effort.

We placed a derrick in her stall and a sling around her body and raised her and lowered her each day for approximately five months. She was fed germinated grains and minerals, primarily calcium, phosphorus, iron and iodine. We also subjected her to the ultraviolet ray for about ten minutes, twice daily by means of portable hand lamps of the carbon pencil type.

Within one year's time, during which period the broken bone had healed, the physical condition was 100 percent (from the standpoint of production and reproduction) and, although she limped (due to misplacements of the tendon attachments) she was able to go around any place that she desired. Her age and the decalcification from excessive milk production permitted the gradual development of a chronic hypertrophic type of arthritis.

This cow produced two living calves fully developed after the experience above, and died during the summer of 1933. Her immediate death was probably due to exhaustion brought on by years of heavy milk production, reproduction and to old age.

When Madcap died we had a post-mortem and found that

her bones, and especially her joints had been changed to a considerable extent. We noticed before she died that her joints cracked (noise) when she walked, which naturally accounted for the condition described above; and it was a great surprise to all of us that she walked at all. Her ribs were found to be pitted full of holes which were sufficiently deep to feel them through the skin.

The accompanying illustrations of bones were taken soon after Madcap's death, and the description of them along with explanations is given herewith by Dr. Lowell Erf, Cincinnati, who has been at the farm many times with Professor O. Erf and studied Madcap's condition:

"This represents the pathological changes resulting from a bony process occurring during many preceding years. As one can see, there are alternate areas of bony destruction and bony proliferation (the projections or bumps) throughout the shaft and ends of this femur.



View of entire Femur showing excessive and Irregular Bony Formations

"This end stage of a preceding bony process is similar to the changes seen in osteo-arthritis or hypertrophic arthritis.

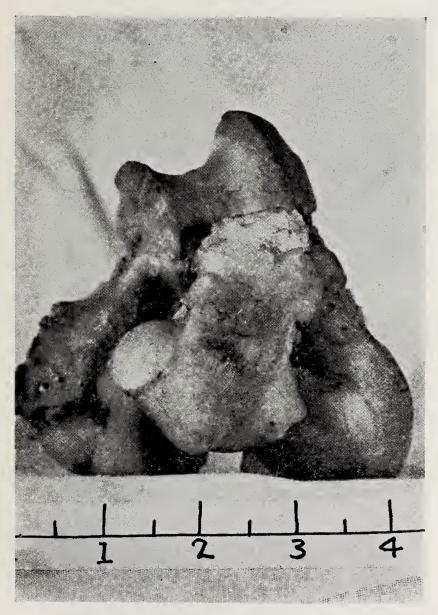
"The changes probably occurred in the following sequence: Madcap did not eat sufficient calcium during her heavy milking period and the blood calcium was consequently lowered. Physiologists know that all the bones of animals normally are constantly being torn down by the osteoclasts (bone-destroying cells) and being built up by the osteoblasts (bone-forming cells). When the demand for calcium to the mamary glands of Madcap became sufficiently great the newly laid calcium of the bones was given to the blood plasma. This resulted in soft bones in areas, allowed ligaments to pull away and also allowed actual bony destruction because pressure (through standing) caused bone anemia (squeezing blood out of the soft bone); and the osteoclasts and osteoblasts were killed or pushed out of their normal positions.



A closer View of the Condyles, Showing the Limited Amount of Smooth Joint Surface. The Synovial Bony Fringes Can Be Seen at the Edge of the Smooth Surface

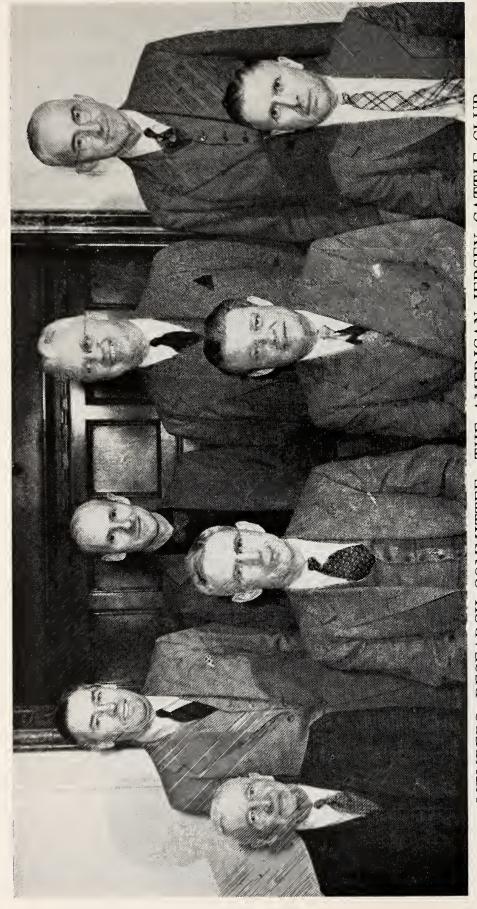
"During this period infections and toxins could enter, and this allowed more destruction of bone. At this stage the cow could not stand although she continued to give 25 to 30 pounds of milk.

"About this time Professor Erf suggested that ultraviolet rays, calcium, hydrolized feeds, and good hays be given. With this increased ingestion of calcium, that element was again deposited in the bones. Still, in the pressure areas and in the anemic areas and in the destroyed areas, bone could not form and so 'bumps' occurred wherever the osteoblasts still remained. This irregular bone formed, with the synovial tissues becoming involved; and this caused synovial fringes to form and reduced the area of smooth surface in the joint, which limited motion. During this stage Madcap had 'grating' sounds in her joints, and she appeared stiff with marked limitation of motion although she could get up and walk around and did deliver two more healthy calves.



View of the Patella showing the many Osseous changes

"So the pictures represent the end stage of this long-drawn out process with synovial fringes, bony lipping, osteophytes, and alternate areas of bony destruction and over-active bony formation."



MEMBERS, RESEARCH COMMITTEE—THE AMERICAN JERSEY CATTLE CLUB

Picture taken in 1947 at Columbus-

Seated, left to right: Mr. Wm. R. Kenan, Jr., Lockport, New York, Jersey breeder; Dean Chas. N. Shepardson, Dean, School of Agriculture, Texas Agricultural and Mechanical College, College Station, Texas, Chairman; Mr. Herman F. Heep, Austin, Texas, Jersey breeder, (not a member of the Research Committee); Mr. Lynn Copeland, District Dairy Specialist, Nashville, Tennessee.

Standing, left to right: Floyd Johnston, Executive Secretary of The American Jersey Cattle Club, (not a member of the Research Committee); Professor F. W. Atkeson, Head of the Department of Dairy Husbandry Department, Kansas State College, Manhattan, Kansas; Dr. Fordyce Ely, Head of the Department of Dairy Husbandry Department, The Ohio State University, Columbus, Ohio; Dr. Jay L. Lush, Head of the Animal Breeding Subsection of the Department of Animal Husbandry, Iowa State College, Ames, Iowa.

FIFTEENTH ANNUAL SCIENCE CONFERENCE

The 15th Annual Science Conference was held at the Farm on Saturday, October 23d, 1948.

A full session was had, namely morning, afternoon and evening. The prepared papers were read and thoroughly discussed. The work for the coming year was decided and allocated.

The following were present:

Dr. F. J. Lyman,

Department Agricultural Chemistry
Ohio State University, Columbus (10) Ohio

Dr. T. S. Sutton,

Department Agricultural Chemistry
Ohio State University, Columbus (10) Ohio

Dr. H. H. Weiser,

Department Bacteriology
Ohio State University, Columbus (10) Ohio

Mr. S. M. Morrison, Assistant,

Department Bacteriology,

Ohio State University, Columbus (10) Ohio

Dr. Paul W. Rothemund,

Research Chemist of the Kettering Foundation Antioch College, Yellow Springs, Ohio

Dr. F. M. Pottenger, M.D., F.A.C.P.

North Canyon Boulevard, Monrovia, California

Dr. Francis Reed,

New York State Veterinary College East Aurora, N. Y.

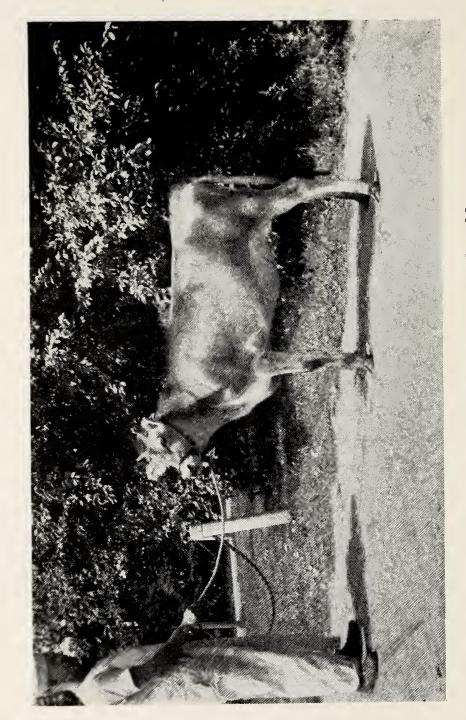
Dr. E. S. Nasset,

Professor of Physiology,

University of Rochester, Rochester (7) N. Y.

Mr. J. F. Wischhusen,

Manganese Research & Development Foundation 15031 Shore Acres Drive, Cleveland (10) Ohio



Welcome Siegfield Betty, six months old

CHAPTER XXIV

THE STOLEN CALF

The American Jersey Cattle Club had a Sale of Stars on Saturday, October 25, 1947, at Columbus, Ohio. I attended this sale and, among other animals purchased was a heifer cow (Siegfield H. L. Popover 1454188). Five days before she had dropped a heifer calf and, what was most unusual, the cow and calf were sold together. The barns were full of animals as well as people, and the stadium was chock full at the sale. During the evening some one picked up the calf and carried it off. It was discovered later that night that the animal was missing. In the confusion nobody seemed to realize it. Some one connected with the Cattle Club suggested that broadcasting that night and all day Sunday that the calf was stolen might produce good results. This was done. The Fairgrounds, at which the sale was held is about eight miles east of Columbus. On early Monday morning in the northwest part of Columbus, the calf was discovered in the street. A Mrs. W. D. Kelso discovered it. She was awakened by the barking of her two dogs.

The calf was wet and cold, as it had been snowing and sleeting during the previous night. Her son cornered the calf and she dried it by placing it beside the basement furnace.

Both Sunday and Monday morning, the newspapers carried a long article about the stolen calf. Who sold it and who purchased it.

After spending a few days at the Ohio State University Dairy barn the calf was sent here to me and has never shown any ill results from this above experience.

NIAGARA COUNTY FRUIT AND CATTLE

Niagara County has always been noted for its excell ntiruit, and when I moved to Lockport most farms were near vovered with all kinds of fruit. It was not unusual for any farmer with

100 to 125 acres of good fruit to clear \$10,000 each year, and most of them went to Florida for a month or two each winter. Because of the above, there were very few cattle in the county and the majority were beef cattle.

Of course it was very slow work to get any farmer interested in cattle and especially dairy cows. For a good many years I did not try to interest any farmer, as I had a large demand for the calves I could raise to be used for breeding purposes.

However, there were a few farmers that had a mixed herd of grade quality, which had been acquired gradually from the start of having one cow for family purposes.

Therefore, the first cow I purchased was a grade Jersey to be used totally for my family.

There has been quite an improvement in this regard during the past few years and we now have several very good pure bred herds of different breeds. The most outstanding herd of Jerseys is in the neighboring County of Erie, just south of the border and is known as Loch Lee Jerseys. Mrs. George Waite is the owner. This is much above the average, both in type and production.

PERSONAL CHARITIES

On March 3, 1948 I gave the First Presbyterian Church, Lockport, N. Y., \$5,500.00, to install a double Tiffany glass window over the entrance of the church in memory of my dear and beloved wife Alice Pomroy Kenan. This is now being constructed and will be installed this Spring.

I have also carried on most of her charities, especially in connection with the church to the extent of \$25.00 each Sunday, or \$1,300.00 each year.

During June, 1948, I gave to the University of North Carolina (Chemical Library) 92 bound volumes of Electro Chemical Society and also contributed \$500.00.

I have agreed to contribute \$10,000.00 this year toward the rebuilding of a school gymnasium and auditorium at Kenansville, Duplin County, North Carolina.

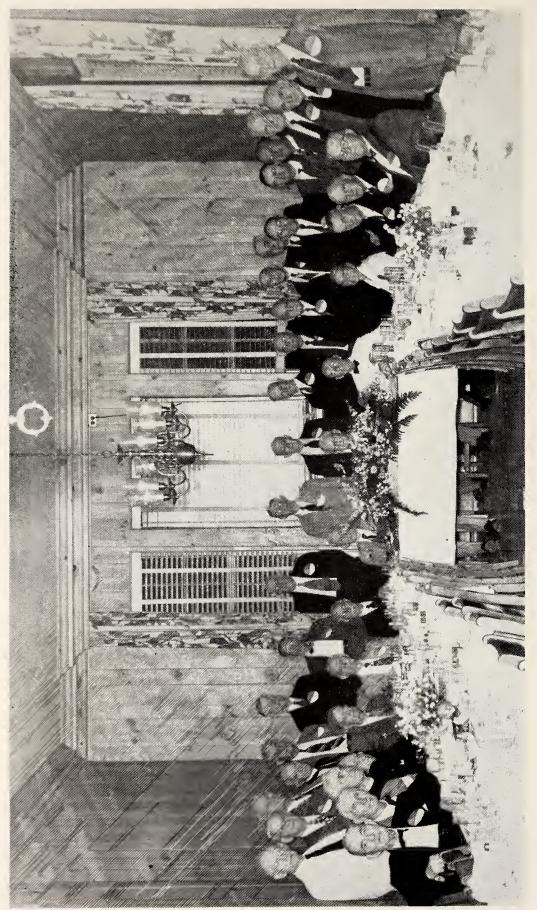
I also donated to the Memorial Presbyterian Church of St. Augustine, Florida, \$5,000.00 to be used in making repairs to the church building.

On page 51 of the First Edition of "Incidents by the Way," I stated that the power plant at the Colonial Hotel at Nassau, B. I., was constructed by Day and Zimmerman of Philadelphia. This was a mistake. The design and construction was done by Floyd and Carpenter.

Charter member of Electro-Chemical Society April, 1902.



ADDENDA MEMORABILIA, ETC.



OLD STUDENTS CLUB, 1948

Seated, left to right, are: F. C. Harding '93, Greenville; W. D. Welch '98, Washington; Rev. R. G. Shannonhouse '96, Pittsboro; Henry . W. M. Curtis '89, Chapel Hill; Dr. S. B. Turrentine '84, Greensboro; Chapel Hill; P. D. Gold '98, Silver Springs, Md.; Sallie Walker Stockard, R. Kenan, Jr. '94, Lockport, N. Y.; and John W. Norwood '98, Chevy '89, Raleigh; William R. Webb '96, Bell Buckle, Tenn.; J. E. Erwin '88, Dr. Archibald Henderson '98, Chapel Hill; Vernon '98, Charlotte; J. Sam White '96, Mebane; Rev. E. Orlando, Fla.; W. D. Carmichael, Sr. '97, Chapel Hill: William R. Kenan, Jr. '94, Lockport, N. Y.; and John W. Norwood '98, Chevy Chase, Md. Standing, left to right, are: Judge A. A. F. Seawell '89, Raleigh; William R. Webb '96, Bell Buckle, Tenn.; J. E. Erwin '88, Morganton: Alex H. Koonce '93, Richlands; Dr. A. F. Fortune '98, Greensboro; Andrew Syme '96, Raleigh; Dr. J. M. Fleming '91, Raleigh; Dr. Howard Rondthaler '93, Winston-Salem; Julius C. Martin '88, Chevy Chase, Md.; Rev. W. A. Wilson '89, Durham; W. D. Merritt '95, Roxboro; R. L. Uzzell '86, Norfolk, Va.; Bishop J. Kenneth Pfohl '98, Winston-Salem; Dr. Archibald Henderson '98, Chapel Hill; Vernon L. Brown '98, Washington, D. C.; Hiram B. Worth '95, Greensboro; Paul C. Whitlock '98, Charlotte; J. Sam White '96, Mebane; Rev. E. Gillespie '94, Greensboro; Dr. M. C. Millender '84, Asheville, and R. T. Wills '96, Greensboro. Lillington; W. S. Snipes '90, Winston-Salem; Rev. le '78, Tuscaloosa, Ala.; Dr. Robert E. Coker '96, George McCorkle '78, T. Spears

ALUMNI ACTIVITIES

At my 50th Class Reunion, June, 1944, I automatically was inducted into the Old Student Club, and was elected President.

On account of transportation difficulties and important engagements I was unable to attend this June, 1945, and, at the request of the Secretary, I sent them the following, which was read at the annual dinner. Suffice it to say I was reelected for a second term.

TO THE OLD STUDENTS' CLUB AND THE MEMBERS OF 1895:

It is with sincere regret that it is impossible for me to be present at the meeting this year and perform my duties as President. Business engagements and the travel situation make it impossible.

The Class of 1894 was a great class in every college and produced many brilliant, successful men. 1894 was a "vintage" class. Indeed, as the rarest and best wines of old France come from the grape of certain years, so the Class of 1894 in American Colleges gave the country some of its finest educational products.

I might say the same about 1895, but I won't!

The greatest thing a young man learns in college he absorbs without knowing it. Education is not a static thing; it is not a culture which a man puts on as he would a suit of clothes. It is a dynamic thing. Education should concern itself with the whole personality, not the brain alone. I honestly believe one gets a great deal out of college besides book knowledge, and I am sure that it is most beneficial to try athletics.

As a matter of fact, I do not believe I could have withstood the physical grief of my career, were it not for the resistance built up by years of athletics.

If I had my college career to go over again, I would not wish to change it one bit.

Probably we all forget the greater part of what we have learned in college but the things we can't lose are the influences upon character that go with us to our dying day.

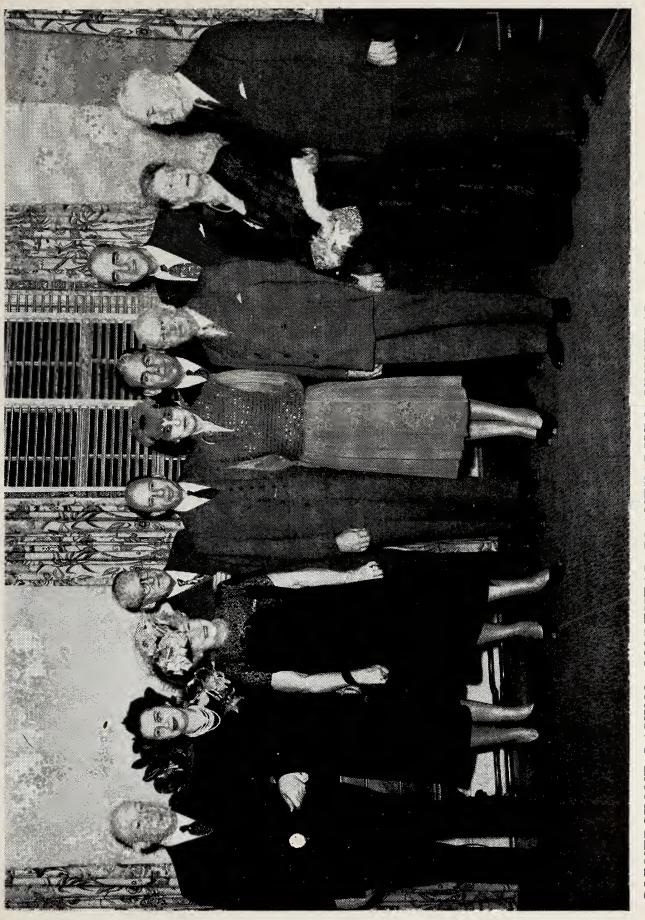
Wm. R. Kenan, Jr.

June 19, 1945

MY PORTRAIT

The spring of 1931, Mrs. Kenan discussed with me frequently the question of having my portrait painted. I protested, but gave in and after much negotiation she selected Mr. John C. Johanson, 12 West 9th Street, New York City, to paint one. She made all the arrangements. I had about ten sittings and it was finished and expressed to my home on August 6th, 1931. A 3/4-portrait, cost \$5,000.00, plus packing and shipping, insurance, frame and glass \$181.84.

One of the greatest thrills I have ever experienced was on the occasion when a Russian Jew, a junk dealer in Lockport, whom I had never seen, called on me at my office, to talk about Camp Kenan. It seems that his boy had been at the Camp one season and had planned to go the second year. He had been greatly benefited and seemed to appreciate the fact, so much so that he had modified the mode of living of the whole family, not only from a systematic basis, but also from a sanitary point of view. The father stated to me that their whole system of living had been changed by this boy and he could see the advantage of such a change. He further stated that when the boy returned to camp he was going to take the entire family down, so that they could see the Camp. His main object in coming to see me was to express his appreciation of my interest in the Camp; and to state that any future time the Y. M. C. A. had a drive for funds, he wished to contribute to such a drive.



CORNERSTONE LAYING, MOREHEAD PLANETARIUM, UNIVERSITY OF NORTH CAROLINA November 29, 1947

Left to Right: Dr. J. M. Morehead, Mrs. Frank Graham, Mrs. Otto Eggers, Mr. Otto Eggers, Dr. R. B. House, Mrs. R. B. House, Col. E. G. Eagan, Dr. Wm. R. Kenan, Jr., Mr. Norman Cordon, Mrs. Rufus Patterson, Mr. John Sprunt Hill.

PAN AMERICAN AIRWAYS CORPORATION

During the winter of 1926-27, Juan T. Trippe and Jonney Hamilton, who had been college associates in Yale, and were aviators during the First World War, decided to join forces and operate a plane service between Key West and Havana, 112 land miles over water. They obtained from the Navy two discarded flying boats and began service. This operation was reasonably successful, but they concluded it would be better to operate from Miami and have operating connection with the railroads. Of course they needed additional capital and solicited help from the A. C. L. and the F. E. C. Ry.- Hamilton had married the daughter of George Elliott, the then president of the A. C. L. and, of course, he had some influence there. When they discussed the matter with me, I felt that as a Trustee of an Estate it was too much of a gamble and declined their request. I afterwards discussed the matter with Mr. Henry Walters, chairman of the A. C. L. and the controlling person, and he advised me that they would assist in the financing of the undertaking, but he felt that he would not only fail to receive any return on his investment but probably would not receive his investment back. When again approached on the matter I stated that our interest in Florida was such that we wished the undertaking to succeed and that I personally would subscribe just half of the amount that the A. C. L. took. I understood the Atlantic Coast Line would purchase 3,000 shares and I would personally purchase one-half or namely 1,500 shares. I afterwards learned that they increased their holdings to 5,000 shares.

This was done on August 9th, 1928, the amount being \$15,000.00. From time to time I purchased the rights that were issued to me and as of December 31st, 1948, I had 38,600 shares.

WHY I RETAINED THE JR.

So many persons have asked me why I retained the "Jr." to my name after my Father passed on. It was a business reason. The state of North Carolina taxes foreign corporations held by

North Carolina residents at a much higher rate than those incorporated in the state. When my Father died his will left everything to my Mother and made her the Executrix of his estate. She did not wish to serve and turned the matter over to me. I concluded that much taxes could be saved by transferring all securities to me, a resident of New York State. This was done but it was necessary to retain the "Jr." as no corporation would transfer from W. R. Kenan to the same name, and at the same time a different individual.

APPLE TODDY

My mother always made a punch known as "Apple Toddy" each Christmas and as it required considerable time to prepare it, she always started it early. The recipe was as follows:

APPLE TODDY (Mrs. John Walker)

2 dozen apples, red skins, hard, sweet and juicy

12 tumblerfuls of cold water 12 wine glasses of French brandy

6 wine glasses Jamaica Rum

1 nutmeg (new) sugar to taste (cut loaf)

To be mixed in the following manner:

Three days before Toddy is used, bake the apples thoroughly without falling to pieces, basted in their own juices.

Measure water according to directions above and put in large bowl, add apples when cold. Then grated nutmeg over top of

Let this remain until day before using, then add sugar to taste (quite sweet) without mashing apples. The morning of the evening to be used, add liquors as above (Brandy and Rum).

Pour liquors over apples. Don't stir! A few hours before using add more brandy, according to strength desired. Just before serving add one quart bottle Champagne. Stir gently, drop in a lump of ice for a few minutes.

The last few years of her life, we spent Christmas at the Ponce de Leon Hotel, at St. Augustine and she always prepared the punch at Wilmington, and had her Butler Joe, carry it down to St. Augustine.

During the winter it was our custom at my home to have

Eggnog several times each week at night, just before retiring and every one helped to make it. The recipe follows:

Take two eggs for each person. Separate the yellows from the whites. Place the yolks in a large bowl. Place the whites in a flat platter. Add to the yolks a scant tablespoon of sugar to each egg and stir until the sugar is entirely dissolved, then add a full tablespoon of Rye Whiskey. Beat the whites until quite stiff and add to the bowl and stir thoroughly, serve in a glass and eat with a spoon. Be sure to cook the yolks with the whiskey before putting in the whites.

BRILLIANT REPARTEE

John Tagg, the Executive Secretary of the Y. M. C. A. Lockport, N. Y., had resigned and was planning to spend the winter at St. Petersburg, Florida. He had done a wonderful job in connection with his work and everyone in the city regretted his loss. The local Rotary Club decided to give him a send-off at one of their noon luncheons.

The day was set and Mr. Kelly, the Superintendent of Schools in the city, was drafted to make the farewell speech. I was invited to attend and sat between John Tagg and John Symes, President of Niagara County Bank & Trust Company. After the luncheon Mr. Kelley made a splendid address re John Tagg and his work in the city. He is a good speaker, but I felt that he not only talked too long but plastered it on rather thick. When he finished, every one clapped and cheered for John Tagg. When everything quieted down and you could have heard a pin drop, John Tagg quietly rose and said:

"Gentlemen, is it not fortunate that God came to this town before I did."

The applause was terrific.

Affidavit

DISCOVERY OF AND IDENTIFICATION OF CARBIDE IN THE U. S. A.

When Dr. Venable and myself had finally determined that the material he had obtained from the dump heap at Spray, North Carolina was Calcium Carbide and that the gas evolved was Acetylene, he decided to so advise Major Morehead and request him to come to Chapel Hill and see it for himself.

Major Morehead sent Mr. Walker and Mr. Willson on March 27, 1893, as shown by the affidavit of Mrs. Venable attached. These were the first persons to be advised of our results and discovery, and no one at Spray knew the facts until we gave them out.

State of N orth Carolina County of Orange Town of Chapel Hill

This is to certify that I was present and recall definitely when Mr. Walker, represent-ing Major Morehead, and Mr. Willson came to Chapel Hill on March 27, 1893, to see the wonder-ful light produced there by Dr. Venable from calcium carbide.

Further, it was agreed that Dr. Venable was to profit by this discovery, but the fact is and the result was that he never received anything.

Subscribed and sworn to

before me this 2

day of April, 1941

Notáry Public

Clyde Cubeurs

(Witness)

SOME OLD DATA RE THE CARBIDE COMPANY, COLLECTED AT THE BEGINNING OF THAT OPERATION, 1896 - 1900

Every person in the employ of the Carbide Company during my connection with that corporation has passed on, except the following: J. G. Marshall, of Niagara Falls; I. R. Edmand, of Newton, Mass.; W. H. Sneath, of Scarsdale, New York, and J. M. Morehead, of Rye, New York, and all of the above have retired and are not now actively engaged.

Carbide Works of the ACETYLENE LIGHT, HEAT AND POWER CO. Principal Offices: Bullitt Building, Philadelphia

Statement and record of runs from Apr. 27th up to and including May 30th, 1896.

Log sheet #1—total:

h. p. 12,709—h. p. hrs. 29,743—lbs. cac ² 12,070—lbs. per h. p. hr. 405.

Log sheet #2—

h. p.	h. p. hrs.	lbs. cac2	lbs. per h. p. hr.
6,053 $12,709$	$13,\!403$ $29,\!743$	$\substack{\textbf{4,923}\\12,070}$	
18,762	43,146	16,993	.393

CARBONS USED DURING THESE RUNS:

84 small 4"x4"x36"—Cost \$1.80 F.O.B. Pittsburgh 42 tapering 4"x8"—4"x16"x46"—Cost \$7.00 F.O.B. Pittsburgh

AMOUNT OF MATERIAL USED

30.635 lbs. Lime—21.885 lbs. Coke 52,520 lbs. mixture or 26.26 tons

AMOUNT OF CAC2 produced=16,993 or 8.5 tons COST

84 small carbons at \$1.80\$151.	20
42 tapering carbons at \$7.00	00
$30,635$ lbs. lime at $4.63\frac{1}{2}$ ton	95
21,885 lbs. coke at 3.00 ton 32.	82
Wages for wk. ending May 2nd 141.	45
Wages for wk. ending May 9th	74
Wages for wk. ending May 16th 149.	75
Wages for wk. ending May 20th 81.	61
Power: h. p. hrs., 43,146 at .0022 94.	92
Total\$1,155.	
\$135.93 per t	on

Summary from station log. May 30th up to and including June 30th.

Sheet	h. p.	h. p. hrs.	lbs. cac 2	lbs. per h. p. hr.
#2	5,880	$1\bar{2},993$	4,499	
#3	11,604	25,227	9,103	
#4	14,580	28,850	10,580	
#2 #3 #4 #5	12,952	27,670	9,238	
Tota	al 45 016	94 745	33.420	.35

AMOUNT OF MATERIAL USED

65.873 lbs. or 32.94 tons Lime 48,789 lbs. or 24.40 tons Coke

114.662 lbs. or 57.34 tons Mixture Amt. of cac 2 produced—33,420 lbs. or 16.7 tons

CARBONS USED DURING THESE RUNS:

34 tapering—4"x8"—4"x16"x46"

70 small—4"x4"x36"

LIFE OF CARBONS DURING THESE RUNS:

5 tapering in $\#3-17\frac{1}{2}$ hrs.

5 tapering in #3—17½ hrs. 5 tapering in #4—29½ hrs. 5 tapering in #4—23¼ hrs. 5 tapering in #4— 8 hrs. 2 tapering in #4— — 5 tapering in #4— 4^{3} ¼ hrs. 5 tapering in #4— 4^{3} ¼ hrs. 2 tapering in #4— 13^{1} ½ hrs. 2 tapering in #4— 13^{1} ½ hrs. 10 small in #3— 10^{1} ½ hrs. 10 small in #3— 5^{1} ½ hrs. 10 small 10 small

10 small

in #1—32½ hrs. in #3—51½ hrs. in #1—24 hrs. in #2—— 10 small

10 small 10 small

in #1—23¾ hrs. in #3—16¾ hrs. 10 small

COST OF CAC 2 PRODUCED

Material—Lime

65,873 lbs. or 32.94 tons

\$139.82 \$ 139.82 COKE

48,789 lbs. or 24.4 tons at 3.00 73.20

Carbons

34 tapering at 7.00 F.O.B. Pittsburgh\$238.00 70 small at 1.80 F.O.B. Pittsburgh 126.00

\$364.00 \$ 364.00 Power

94,745 h. p. hrs. at .0022 \$ 208.44

May 21st to May 23rd \$ 68.68 Week ending May 30th 149.84 Week ending June 6th 149.76 Week ending June 13th 149.45 Week ending June 20th 158.20 Week ending June 27th 154.42 Week ending June 30th 55.38	
\$885.73	\$ 885.73
From Expense a/c—not counted\$106.21 Total cost	\$1,671.19
Cost per ton	\$ 100.07
Small carbons—63,508 h. p. hrs. making 22,228 lbs. cac ² Tapering carbons—31,237 h. p. hrs. making 11,192 lbs. cac ²	
Cost of tapered C. during these runs	238.00
Cost of small C. during these runs	126.00
Cost of cac 2 per ton less carbons	$78.78 \\ 42.52$
Cost of cac 2 per ton for tapered C Cost of cac 2 per ton for small C	11.34
Total cost of cac 2 per ton using small C.	\$ 90.12
Total cost of cac 2 per ton using tapered C.	\$ 121.30

Respt. submitted by

July 2nd, 1896

WM. R. KENAN, JR.

Estimated cost of manufacturing 5 tons of Carbide—300 days—using steam power.

Fuel—1,300 h. p., 4 lbs. coal per hr., 56 ton	
at 50c\$	28.00
Oil, waste and c., 1.00 per ton	5.00
Depreciation, repairs 5\(\frac{1}{2}\) \$100,000 invested	16.66
Interest—5% \$100,000 invested	16.66
8,000 lbs. Coke at 3.00 short ton	12.00
12,000 lbs. Lime at 5.00 short ton	30.00
Supt	5.00
2 Foremen at 2.50	5.00
Labor—15 men at 1.75	26.25
3 Engineers, 250 and 3 Firemen, 2.00	13.50
Carbon pencils at 2.00 per ton	10.00
Packing 50c per ton	2.50
Insurance and taxes, 1.00 per ton	5.00
Freight to Sydney, 1.00 per ton	5.00
\$	180.57

\$36.11 per ton of 2,000 lbs.—300 days per annum. Sept., 1896

Mr. J. M. Morehead, Chicago, Ill. Dear Sir:-

After being shut down for 29 hours because of no mixture on hand, a car reached us last night about nine. We were shut down at 10:30 P. M. on account of a wreck. As I phoned you this A. M. the details are as follows:

"Started plant at 9:00 P. M. Two furnaces on at 9:30 and the third put on at 10:00. Everything running smoothly when the armature coils gave way under the best of conditions. We were running at full load, having 2,600 to 2,700 amperes at 100 volts. Everything went up with a bang and plenty of smoke, without a moment's notice. We have had more water during the past two days than any time since my arrival here, so I rather think that generator was capable of producing 2,700, but am sure that we had no more. The foreman's account of the accident coincides with the above. The governor was working nicely and when foreman reached it, same was shutting the gates quite rapidly.

"I have inspected the furnaces and line and I can find no indications of a short circuit anywhere. Moreover the water-wheels are not capable of driving generator at an overload.

"The cause so far as I can see, was the giving-way of armature insulation.

"The armature is built of laminated iron plates with 8 copper strips wound on each segment of the armature. There are 16 segments and therefore 16 coils of 8 strips each. The strips are sheet copper $7/8'' \times 1/16''$, one piece wound around segment 8 times. These sheets are covered with tape and insulated from iron segment with mica.

"The worst place was at a bend in a coil, on the collector ring end of armature. At this point all 8 copper strips were completely fused up. Also the connection between this coil and the copper ring which is connected at two points by large cables to collector ring. We also found several pieces of copper strip, 5" long in the field of generator. Quite a bit of copper was also melted out of armature but the field is intact. The facing ring which protects

the end of armature coils, collector ring end, was punctured in two places, holes about 3/8". It is however not injured enough to speak about.

"Five coils were completely burnt out, one partly so and the insulation in two others punctured making a total of eight. A large portion of the copper in the above five coils was melted out.

"Upon my arrival here this A. M. I had upper half of field ring taken off, according to your instructions. I took off the remainder of six coils. Mulliken wired Whitman to express armature to Fort Wayne Company so I did no more. Same will go at midnight. I wired you to this effect in order that you may be posted."

I am, Very truly, Wm. R. Kenan, Jr.

Enclose several letters about acetylene.

ESTIMATE FOR CALCIUM CARBIDE PLANT

1,000 ELECTRICAL H. P. CAPABLE OF PRODUCING 5 TONS IN 24 HOURS

Sydney, Australia

	£	S	:	d.
10 Boilers—in batteries of two each—300 H. P.				
total 1,500 H. P. 1,350 being a reserve of				
one to eight, and 150 for crushing plant				
@ 28 - per H. P	2,100:	0	:	0
Boiler setting, erection, foundations 1,500 H. P.				
@ 10 - per H. P	750:	0	:	0
10 Automatic Stokers—@ £60 each	600:	0	:	0
4 Engines—cross compd. high speed—300 H. P.				
each: Erection and foundations, 1,200 H. P.				
@ 64 - per H. P	3,840:	0	:	0
Steel stack and smoke flue, foundations and erec-				
tion	500:	0	:	0
Feed pumps and heaters, jet condensers, air				
pumps foundations and erection	600:	0	:	0
Piping, fittings, valves, tanks and erection	600:	0	:	0
Engine for crushing plant 80 H. P. @ 64	250:	0	:	0
4 A. C. Generators with exciters & c. 200 K. W.				
each 1086 H. P. @ 60 -per H. P	3,192:	0	:	0
Generator foundations, all wiring, switch board,				
instruments, all electrical accessories, & erec-				
tion 1066 H. P. @ £ . per H. P	1,066:	0	:	0
Belting, shafting, pulleys & c. in dynamo room				
and erection	170:	0	:	0
Crushing plant, elevators, conveyors, bins and				
erection	750:	0	:	0
5 Furnaces, settling flue, chimney, cars, crucibles,				
tracks, etc., and erection	1,250:	0	:	0
Buildings and site	2,000:	0	:	0
Freight on above equipment	900:	0	:	0
Extras, and incidentals	300:	0	:	0
Salary—erecting Engineer 6 mos. @ £60 per mo.	360:	0	:	0
_				
${f \pounds}$	19,234:	0	:	0

WM. R. KENAN, JR. Engineer



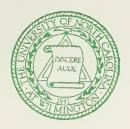








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